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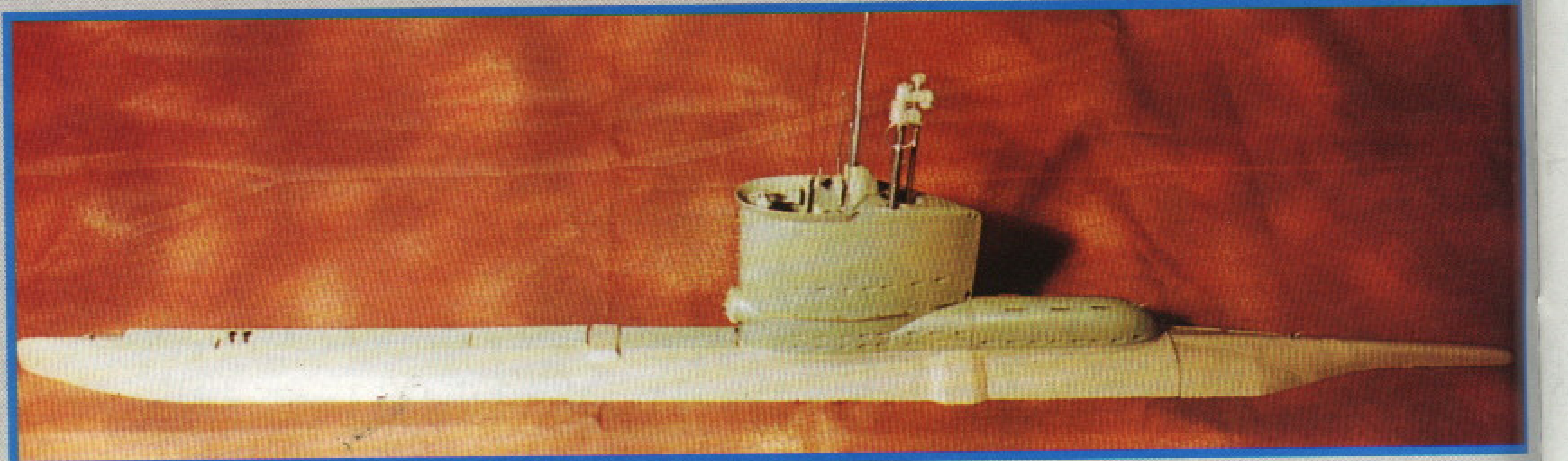

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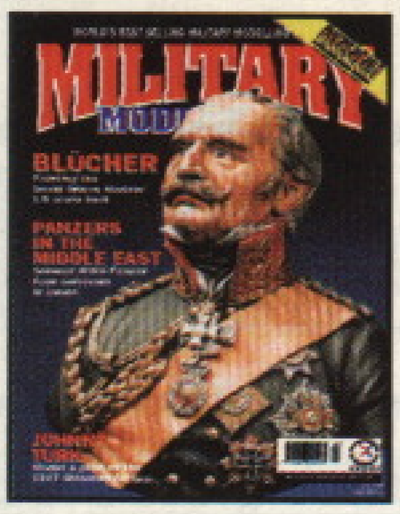

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ABOVE: America's worst tank of WWII. Steve Zaloga shows how to scratch build the Marmon Herrington T-16 beginning on page 32.

RIGHT: Harquebusier, English Civil War - a 120mm figure kit conversion. See page 41.

COVER: David Grieve Models' bust of Blücher painted by Lee Chandler. See page 14 for Lee's step-by-step feature on painting it.

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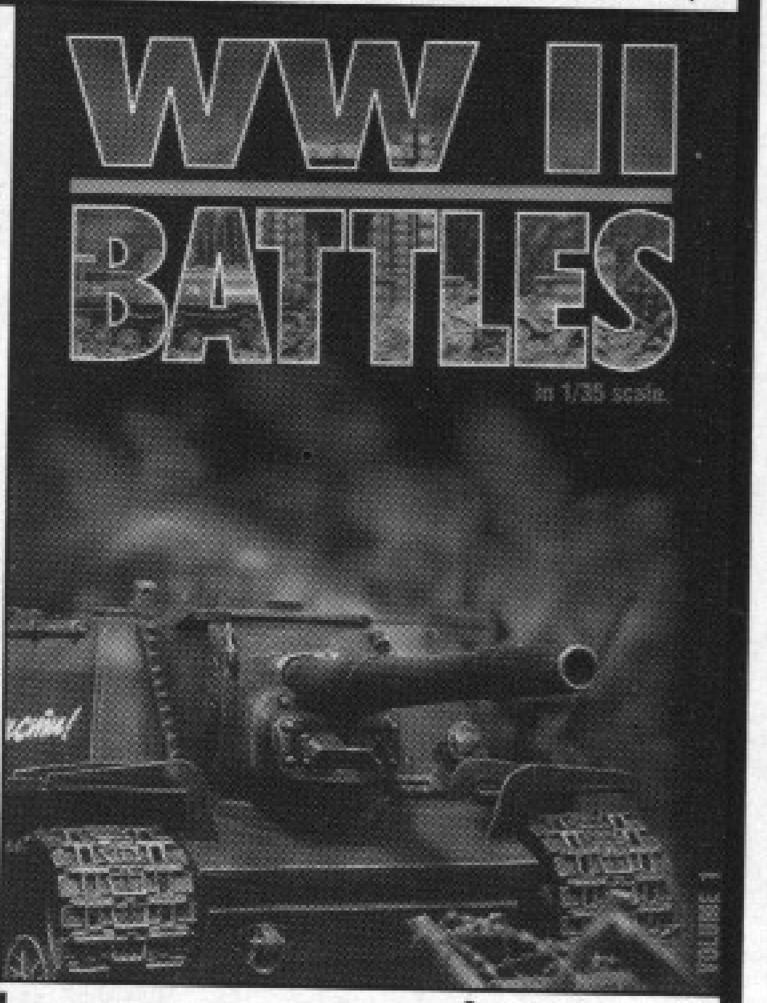

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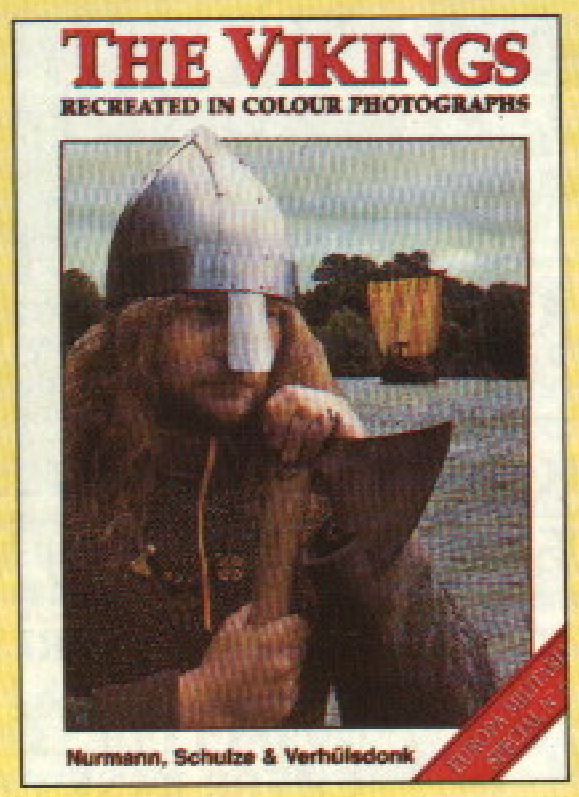
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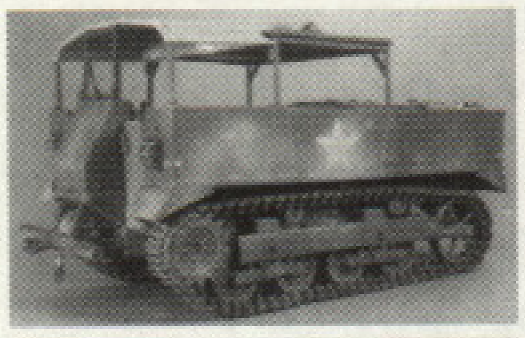

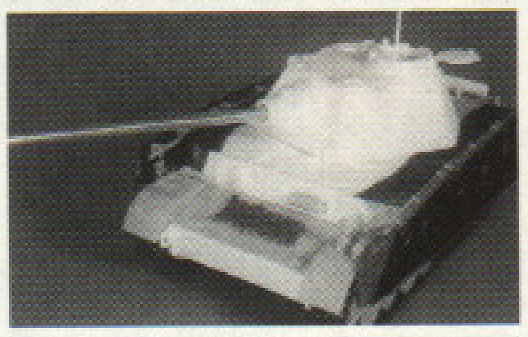

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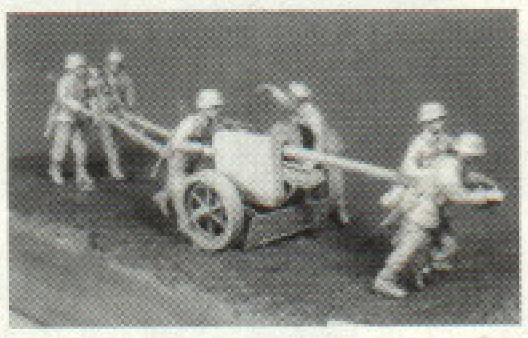

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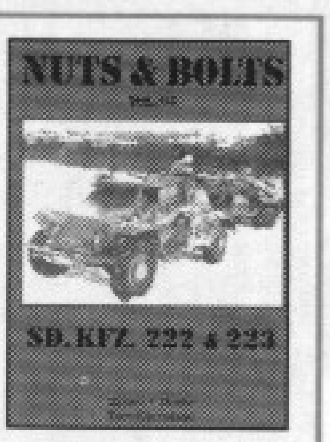

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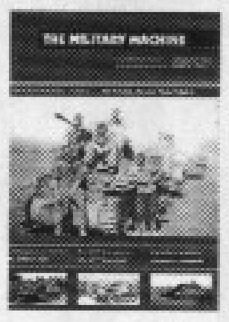

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INFORMATION / DIARY DATES

A Merry Christmas and a Happy New Year

In this, the last issue and the 19th this year, published before Christmas I'd like to wish on behalf of all of us here at *Mil Mod* to all readers everywhere a Merry Christmas and a Happy and above all, a peaceful New Year.

Next year we'll still see extra
issues, but these will be, in
response to readers' and adver-
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vith their publication dates so you will know exactly what we're doing to bring you the very best contents.

Your letters, for publication or otherwise, received during the year have helped me shape the magazine to how you like to see it. A lot of you do tell me if you don't like particular features but very few about articles you like. I'm not looking for constant praise, but the most common question contributors (especially first timers) ask me is, "did the readers like it?" I can only usually reply, "they'll soon tell you if they didn't", which is a bit of a negative response, I hasten to add. Please keep writing because your views are very important.

Ken Jones

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Dave McKenna's Birmingham Central 6th Model and Toy Soldiers Fayre was held on Sunday, 19th October at the Clarendon Suite, Edgbaston. The show was well attended by a large and varied group of dealers from America, Europe and the British Isles, the crowds gave strong evidence of the strength of the hobby in the Midlands with many coming aboard from America. Next year the Fayre is on Sunday, 25th October 1998, so if it's toy soldiers you want make a note in your diary and don't miss it.

Napoleonic Fair

The Napoleonic Fair is to be held on the 15th February at the Royal National Hotel, Bedford Way (off Russell Square), London WC1 between 10am and 4pm. Admission is £5 by catalogue, available at the door. This will feature 100 stands of collectors and miniature figures, books, prints, pictures, models, wargames, militaria, medals, badges, uniforms, videos and battlefield tours.

New at this year's Fair are lectures. Planned are; 'Was Napoleon Murdered at St. Helena' by Ben Weider and 'Wellington: Did He Trick the Prussians into Fighting at Ligny?' by Peter Hofschröer'. There will also be a 'Spotlight on Sharpe' with a panel made up of cast members from the popular series.

For further information contact the organisers Greenhill Books on 0181 458 6314 or fax 0181 905 5245 or e-mail: LionelLeventhal@compuserve.com

IPMS Winners

The winners of the Scale Models International Trophy and the Military Modelling Trophy at the IPMS National Competition of 1997 were: SMI Trophy - Alain Deligny of France and MM Trophy - Matthew Farrar of Wakefield, Yorkshire.

Wargames and Military Model Show

The Mailed Fist Wargames Group will hold a Wargames and Military Model Show at the George H. Carnell Leisure Centre, Kingsway Park, Urmston, Manchester, just off junction 4 of the M63, on Sunday 26th July. Any Club/Society/Reenactment Society or Trader who would like to attend should contact without delay either of the following: Colin Betts, 24 Taylor Street, Hollingworth, Via Hyde, Cheshire SK14 8PA - tel: 01457 764471 - Email 106464.430@compuserve.com or Roger Bigg, 30 Furnace Street, Dunkinfield, Cheshire SK16 4JA.

New members sought

The Liverpool Wargames Association are looking for new members to join them at their meetings, held at their premises at 43 Renshaw Street, Liverpool, where they can now offer over 500 square feet of table space for gaming and roll playing three times a week, on Thursdays 5pm to 9.30pm, Saturdays 2pm to 7pm and Sundays 2pm to 7pm. All periods are catered for, and anyone who wants further details can contact Ian Sanderson on 0151 708 5152 daytime or 0151 489 3476 evenings.

It's a Small World '98

The Lordswood Model Club are holding their annual European Modelling Extravaganza on the 9th and 10th May, at the Rochester Corn Exchange, High Street, Rochester, Kent. This will feature club and trade stands from all over the country and abroad, 30-plus class modelling competition, model-building competition supported by Revell, demonstrations, reenactment displays, twinning ceremonies, plus the opportunity to sample regional delicacies from all over Europe. For further information contact Dominique Jadoul, 12 Charter Street, Chatham, Kent. Tel/Fax. 01634 841504. E-mail: Djadoul@aol.com. The show is also supported by Kent County Council, Rochester upon Medway City Council and the European Union.

The Normandy Arnhem Society

If you want to accurately portray the life and times of German and British soldiers during the latter half of World War II, then look no further than the NAS. The Normandy Arnhem Society is a living, breathing museum of remembrance, designed to show the general public the uniforms, equipment and weapons of the 1939-45 era in actual use in authentic settings. The Society exists to inform and educate and hopefully play its part in ensuring such a conflict does not occur again.

We are currently recruiting 'panzergrenadiers' for the SPW-equipped 9.K./III.Btl./SS-Pz.Gren.Rgt.20, and sappers for 9 Fd Coy Royal Engineers. Do you want to time-travel back to the dark days of 1944 and become a soldier in one of these famous units of the German or British forces? Would you be willing to give up a large amount of your spare time in order to operate with the NAS? Do you want to keep history alive and help the public learn more about WWII?

For further details please write to the address below, stating whether you would like to become a 'panzergrenadier' or a sapper, and enclose a large SAE for an information pack. The Chairman, NAS, 22 Cousin Lane, Illingworth, Halifax, W. Yorks HX2 8AF. (The Normandy Arnhem Society is a non-political organisation, solely interested in the military history of World War II).

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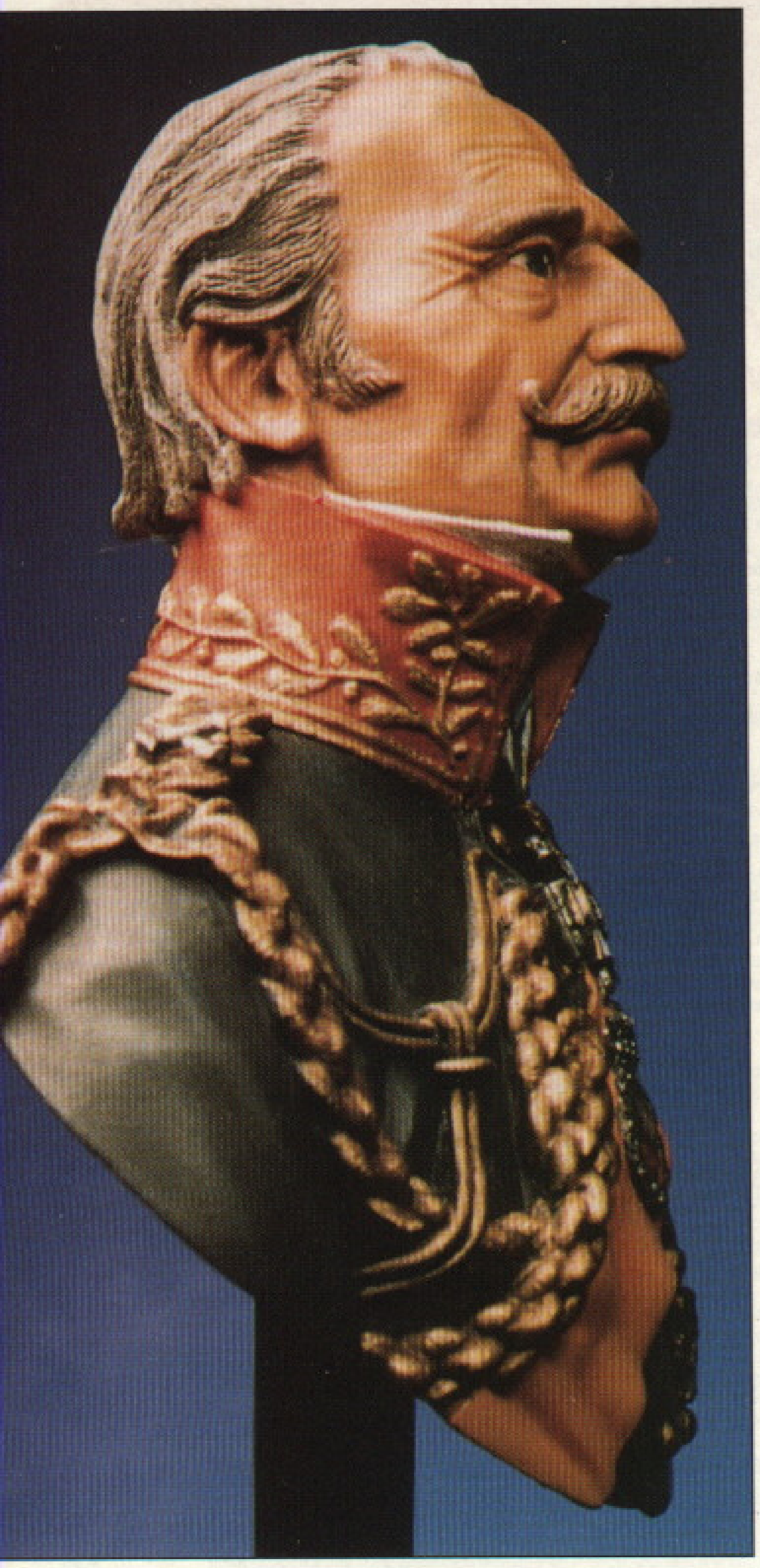
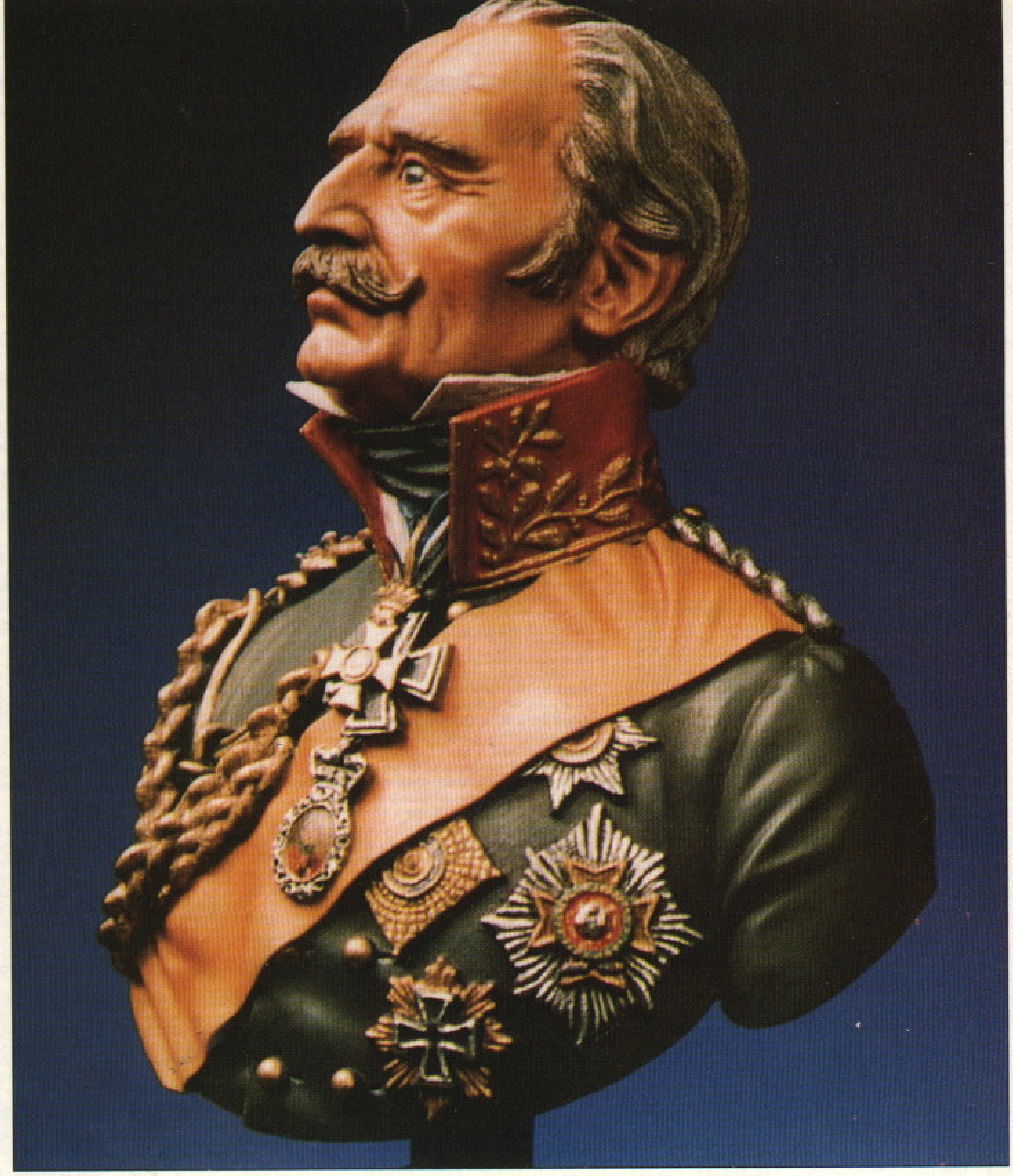
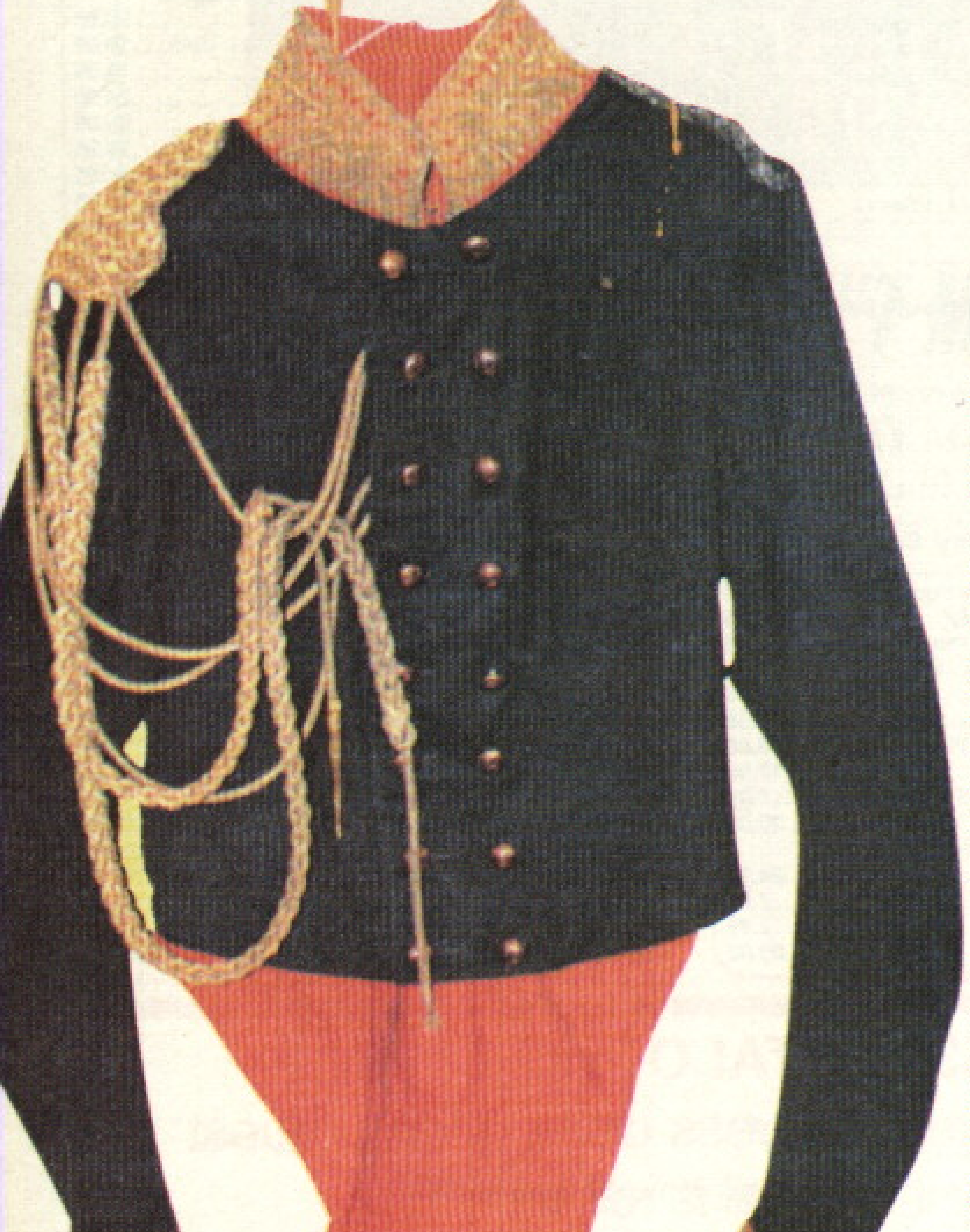




Lee Chandler assembles and paints David Grieve's first 1:9 scale Bust of Field Marshal Blücher

'Alte Vorwärts'



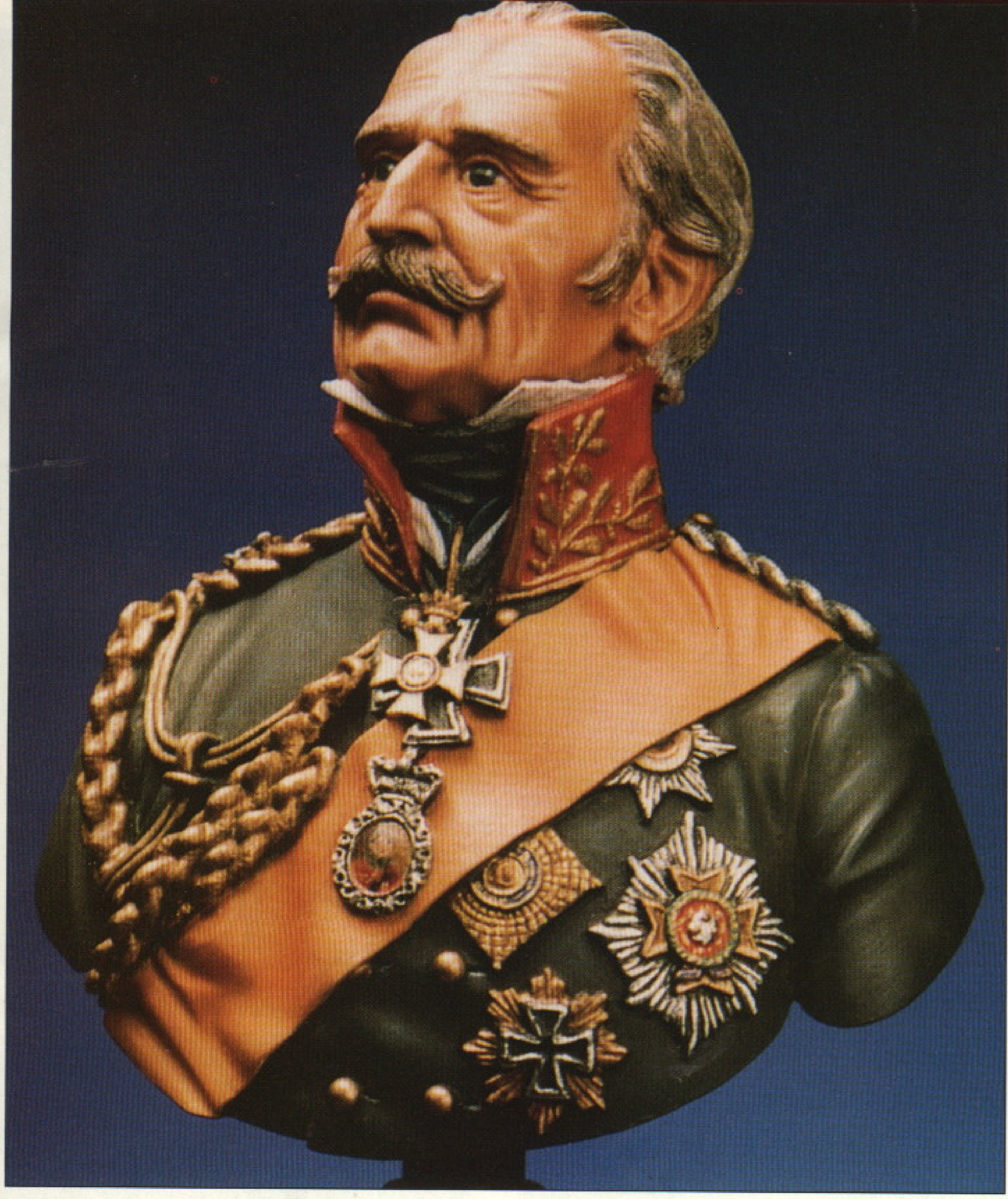
General Officer's Coat 1815 Pattern.

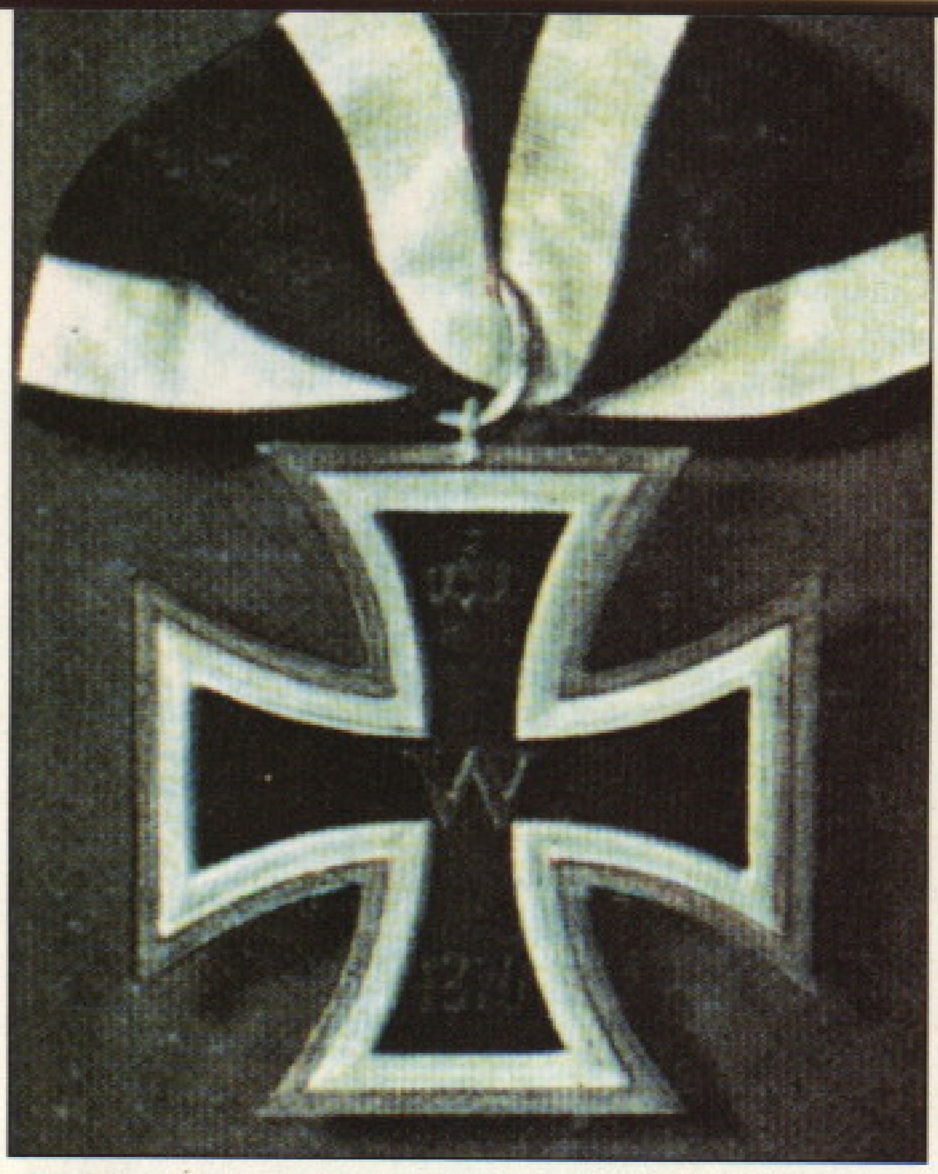
Gebhard Leberecht von Blücher was born at Rostock on 16th December, 1742. He enjoyed the prestige of lower nobility, identified by the prefix 'von' to his surname. At the age of 16 he enlisted in the invading Swedish forces - not uncommon in those days! His fellow countrymen took him prisoner and in typically easy-going 18th century fashion, he was allowed to join the same regiment of the Prussian Black (or Death's Head) Hussars that captured him and served as an officer with them for the remainder of the Seven Years War. Indeed, he rose to be adjutant of this regiment before eventually attaining Field-Marshal rank.

Blücher became a legend in his own lifetime - unruly, bad tempered, a gambler, a womaniser and sometimes an alcoholic, but intensely patriotic and loyal. If he lost money gambling it did not affect his good humour - he could do without anything other than good clothes and fine horses! His extreme behaviour often offended, which led him to having to defend himself in duels - usually with the sword. The first wound decided the contest, but whether he killed anyone is unknown, although this would have been kept secret as punishments for duelling were severe. In his latter years he delighted in showing off his old duelling scars!

Although a somewhat illiterate man, who some claimed could hardly understand a map, this did not hinder his ability to inspire his officers and men even though many were young and inexperienced conscripts making up the bulk of his army. He was known as both humane and fair. Blücher opposed flogging, which was still a standard punishment in those days, and forbade non-commissioned officers in his company from carrying sticks for this purpose. His men worshipped him and fondly knew him as *'Alte Vorwärts'* ('Old Forward') or as *'Papa Blücher'* ('Father Blücher') - in turn, he referred to his troops as his 'Beloved Children'.

Blücher may have lacked the strategic brilliance of Napoleon or the tactical ability of Wellington, but his leadership, coupled with the tactical intellect of his brilliant staff officer General Gneisenau (whom Blücher freely admitted needing, being well aware of his own limitations), made this tempestuous hussar a potent force in battle. In fact, no other commander clashed in so many conflicts with Napoleon, meeting nine times in battle, culminating in his timely intervention





ABOVE: Grand Cross of the Iron Cross (worn around the neck). BELOW: Star of the Order of the Black Eagle (orange ribbon over shoulder award worn on the breast).

SUUM CUIQUE

at Waterloo shortly after being trampled by French cavalry at the Battle of Ligny in 1815. Actually, he hated Napoleon so much that he publicly stated his ambition to capture and hang him. Merely four years later, *'Alte Vorwärts'* died in his bed after a short illness on 12th September, 1819 at the age of 77.

Sculpting Blücher

I finally coaxed David Grieve into sculpting a bust. I was intrigued when he decided that Field-Marshal Blücher was to be his subject, especially as he has always produced figures of the British military. (Nevertheless, we'll let you off Dave as your subject was an ally!)

The idea for this subject was spurned a couple of years ago during a Gravesham Club trip to Stratfield Saye, the country home of the Duke of Wellington (well worth seeing incidentally). On display in the entrance to the house is a marble copy of a full size bust of Blücher sculpted by Peter Tumerelli (his surname was probably 'Turner' as Italian artists were all the rage at this time - 'Lee Chandlerelli' wouldn't have sounded too convincing!) during his trip to England in 1814.

Getting the information

Immediately, there were difficulties because information on Blücher and his uniform detail is sparse. However, Bob Marrion came to the rescue with his well known, vast library of German military information. For a modest fee Bob will research, supply colour photocopies and draw neat diagrams of uniform details and awards for sculptors/painters to work from.

A good visual reference can be found on the cover of the recent book published by Constable (ISBN 0-09-476640-1) entitled, *The Life and Campaigns of Field-Marshal Prince Blücher* by General Count Gneisenau. It features a well known portrait by George Dawe painted in c.1816. This picture is particularly good for the detail on the miniature of The Prince Regent that is suspended from Blücher's neck as depicted on the bust.

How he does it

All David's figures start out as wire armatures which, after forming are fleshed out with a modelling wax. The only detail captured at this time is of the head and face. Dave had several portrait references of Blücher's features that, not surprisingly, differed slightly. However, he concentrated on the main distinctive characteristics such as the high forehead and prominent nose of the Turnerelli Bust. The result is a likeness that is unmistakably Blücher, even if you were not told who it is meant to be beforehand!

Once the basic shape has been obtained, a shellac (kind of varnish) is painted over the wax to seal it and give a hard protective shell for moulding. Subsequently, a metal version is cast and detail is added with metal and solder, which I have observed David applying and it is simply amazing! The biggest problem for David to tackle was the aiguillettes as they had to be plaited like the real thing to look realistic, and in a material that was malleable enough, in scale and able to take casting effectively. After fiddling around with various wires, strings and fishing line a chum who runs an ironmonger's shop came

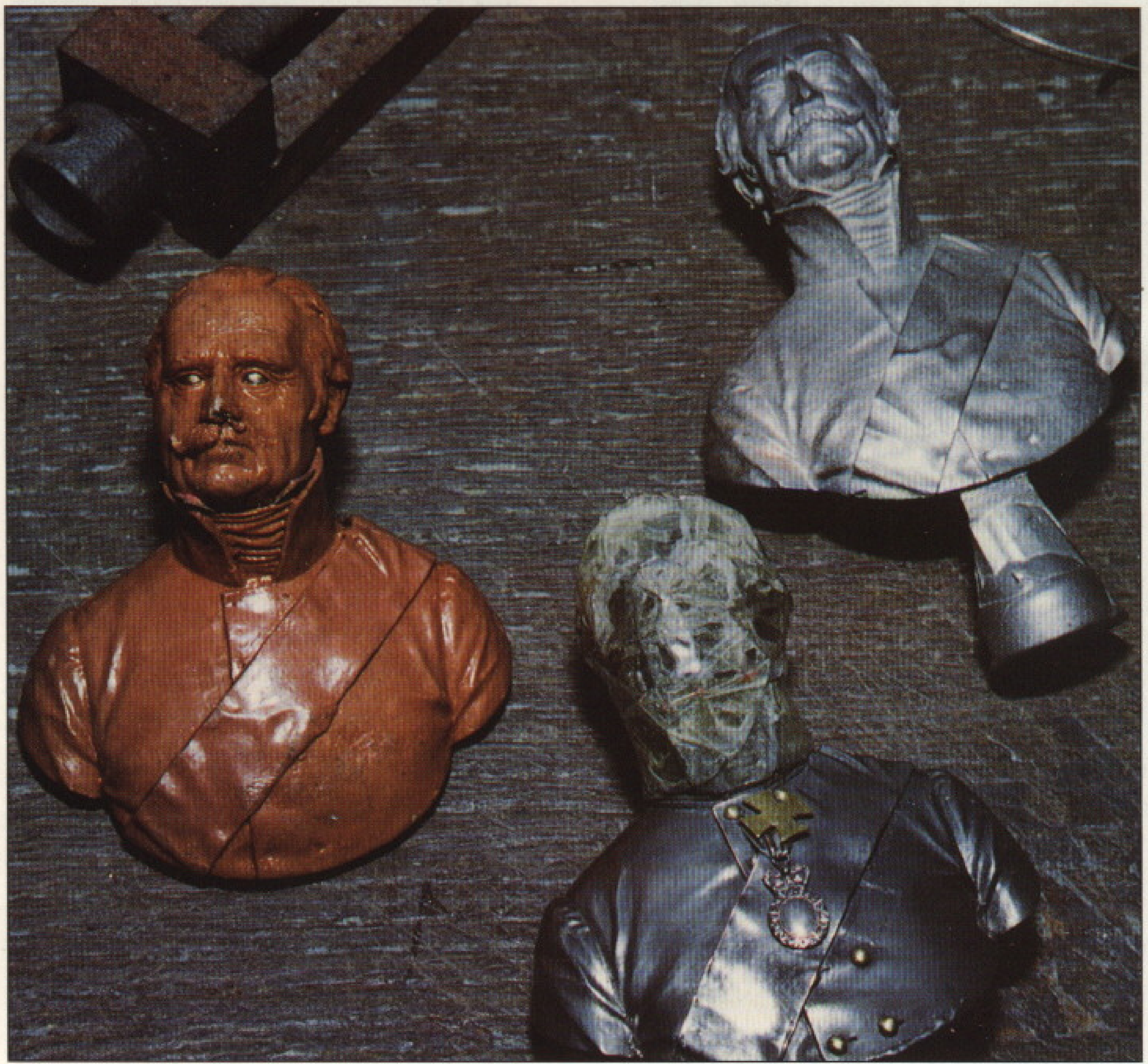
General Officer's Coat 1815 Pattern.

Württemberg Grand Cross Military Merit Order (worn around the neck).

Blücher Star (worn on the breast).

Russian Order of St. George 1st Class (worn on the breast).

Star of the Order of The Bath 1st Class (worn on the breast).



Left is the wax original (notice the metal eyeballs, which are two of the thirty plus metal droplets that Dave did until he got two of the correct size!). Right is an example of the initial casting for detailing. Centre is the master figure with head protected by Sellotape whilst detailing work is underway.

up with the answer - bricklayer's nylon cord! After applying to the figure, a glue was laid on to stiffen the whole and detail was etched on for extra realism later.

From the outset, David decided not to cast any parts separately, other than the pedestal, as he is a firm believer that modellers want to get painting quickly and not have to glue things in abundance - good man! Also, he decided to make a pedestal base of an unusual design, which turned out to be of an octagonal shape surmounted by a cylindrical column with a plug at one end for the base, and another for inserting into a hole beneath the bust where metal has been drilled out for weight saving. Nevertheless, the bust still weighs in about the same as a figure in Dave's "Classic 100" figure series and will be priced accordingly. David informs me that although the bust will probably be sold as 1:9 scale, it is probably somewhere between 1:9 to 1:8 scale - anyway, who's counting!

Undercoating

First off, I glued and pinned the bust to a circular wooden base supplied by Oakwood Studios and ordered my Blücher plaque from Premier Engraving in the recent new Medieval lettering style that also looks Germanic - great!

Normally I spray undercoat my figures with Humbrol white (34), but as this figure would have mostly dark colouring and grey hair I decided to seal it with Light Grey (64) instead. This was applied using my 'Aztec' airbrush (sold by Testors in the U.S.A.), which is very easy to use. I highly recommended this airbrush, especially if, like me, you are a novice at using this type of tool.

After drying, I undercoated the entire figure with Humbrol matt enamels (colour codes in brackets) as follows:-

Hair/Eyebrows/Moustache: Light Grey (64)
Flesh: 75% Flesh (61), 20% Natural Wood (110), 5% Rust (113)
Collar: 85 % Scarlet (60), 15% Leather (62)
Tunic: Black (33)
Sash: 70% Pale Yellow (81), 25% Scarlet (60), 5% Yellow (169) = pale orange
Aiguillettes/Cord/Awards: Black (33) for gold and silver items. Scarlet (60), Dark Green (30) and Blue (25) for appropriate details on the awards.

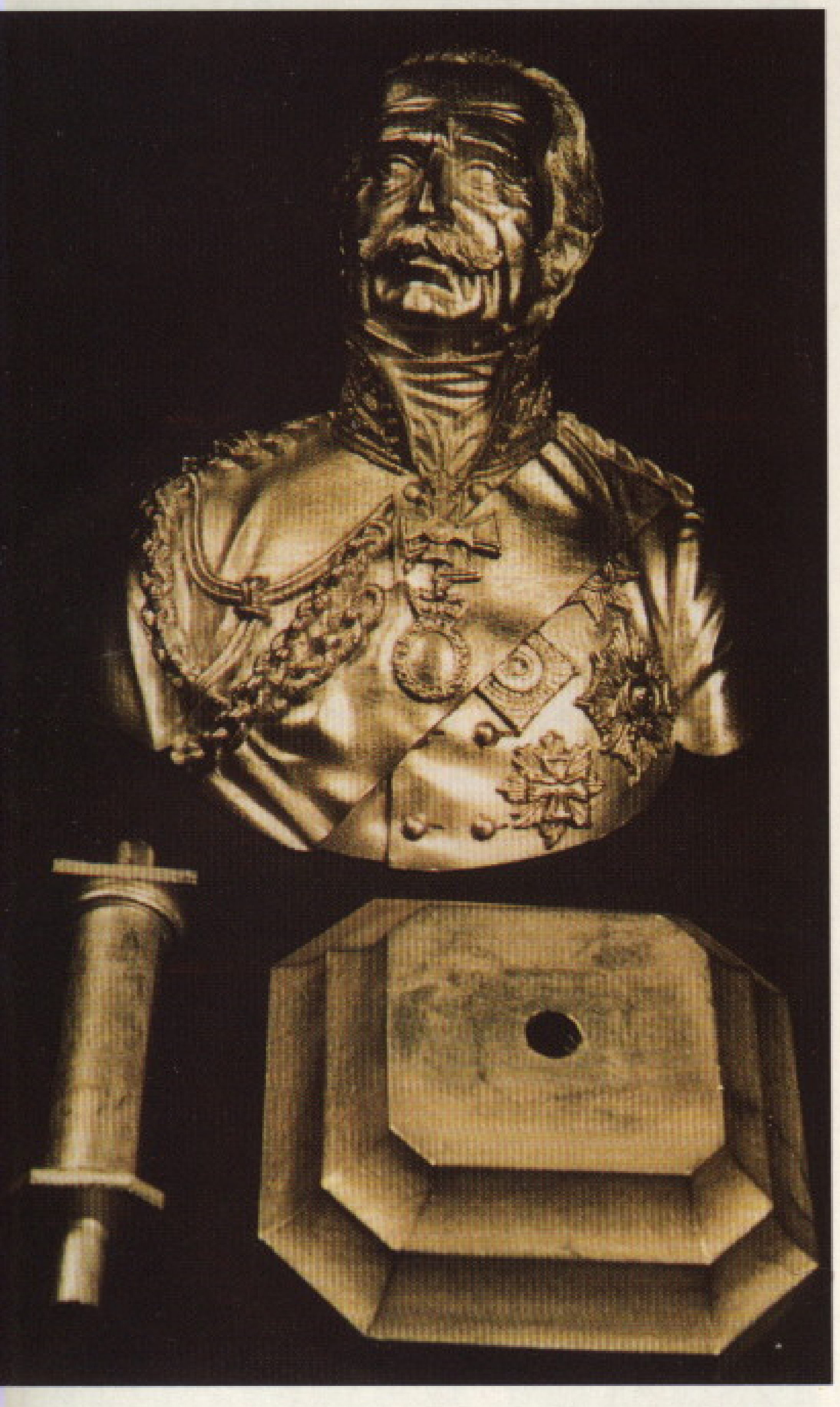
Grey hair

After dismissing the idea of cutting off some of my own hair and gluing it to the figure, as that would leave me with very little left indeed, I devised another strategy! You need to bear in mind that although, in portraits, Blücher had grey/white hair his eyebrows, sideburns and moustache had a brown tinge to them. David's explanation is that Blücher dyed these only as the rest of his hair was usually covered by his cap - good old Grecian 2000!

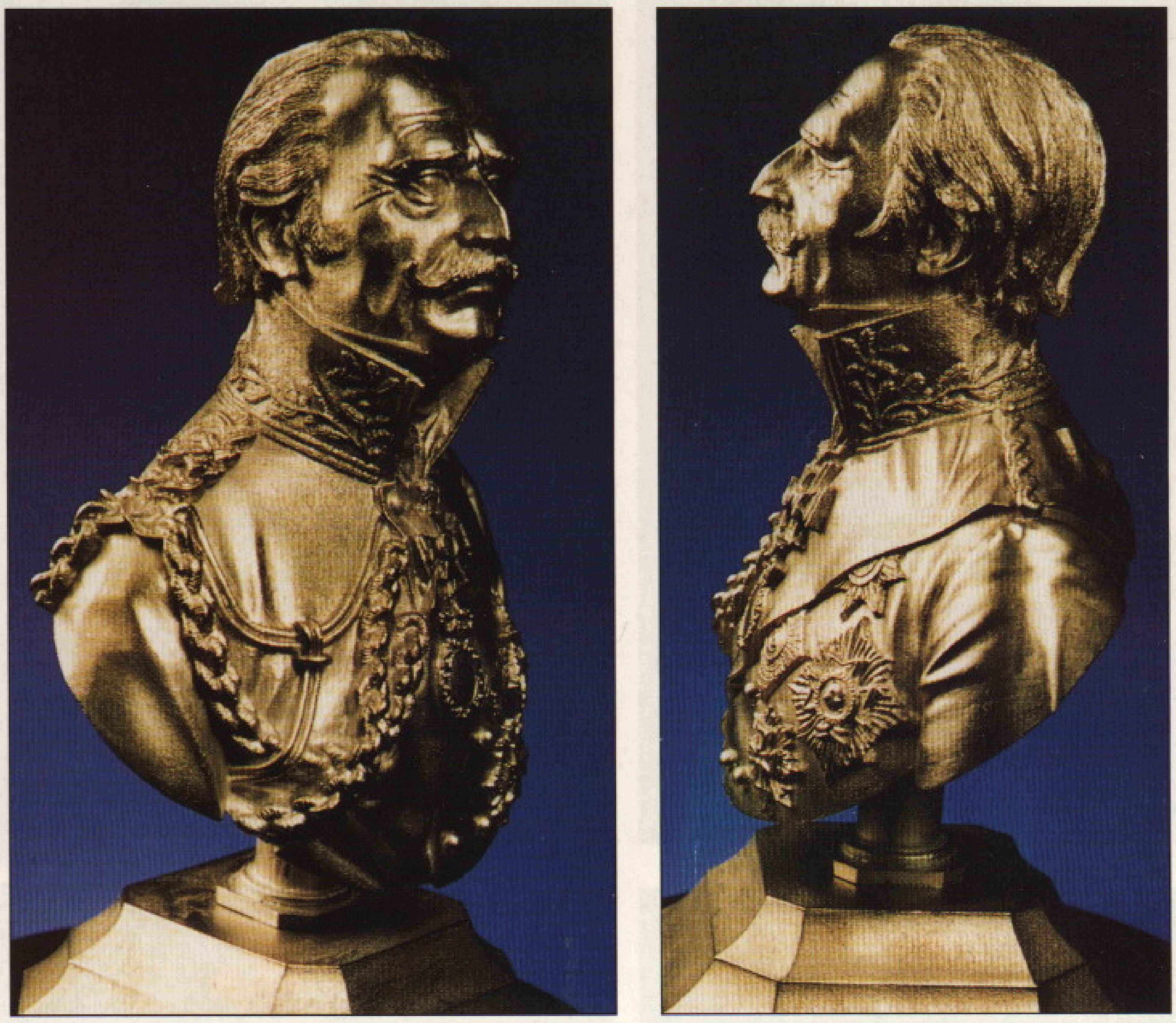
I started off with an additional application of Light Grey (64) to the hair, eyebrows and moustache. After this had dried overnight, I laid on a wash of Paynes Grey plus a little Burnt Umber allowing the thinned paint to sink into the crevices and as well as tinting the whole simultaneously. Subsequently, I highlighted with Humbrol White (34). Later, a further wash of plain Paynes Grey together with Burnt Umber on the eyebrows, sideburns and moustache was added.

Old blue eyes

I painted the face in a similar fashion to my recent Highlander articles, so I won't bore you! Being the face of an elderly man it is well defined and should help your task.



The kit laid out - bust, column and octagonal base.



Kit assembled and mounted on wooden base ready for undercoating.

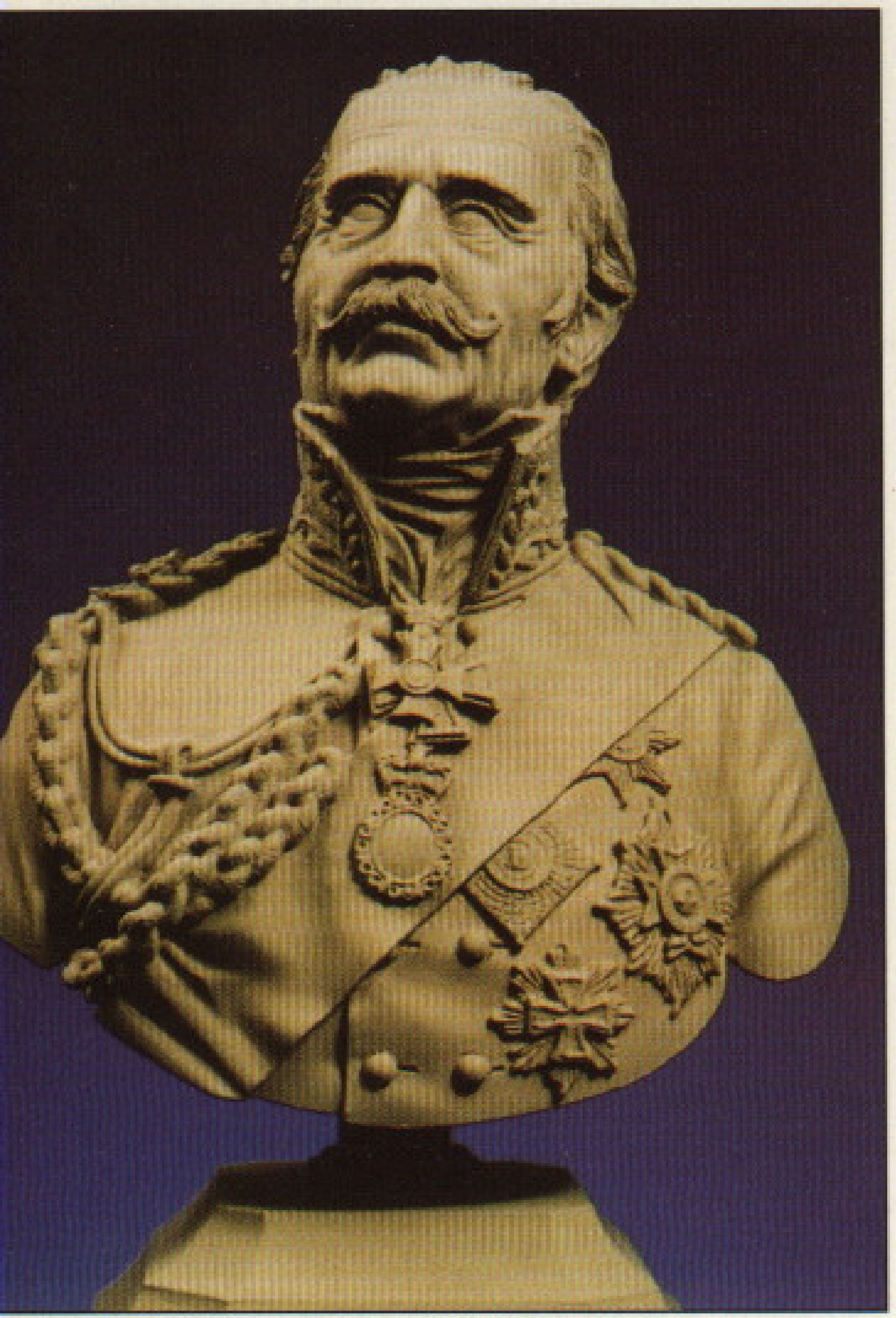
David at work, surrounded by reference material, adding the Iron Cross to the master.

From my references I deduced that Blücher had blue eyes. When mixing a blue for eyes I always start with a light grey from Titanium white plus small dabs of Burnt Umber and Cobalt Blue. This is then added to a dark blue such as Antwerp Blue, which gives a grey blue that isn't as stark as a blue straight from the tube. I applied my irises so that the upper circles were slightly covered by the eyelid (raising his eyes therefore) rather than placing circles dead centre to avoid the danger of a pop-eyed look. The pupil was applied later with Ivory Black and subsequently highlighted with a light blue, being Titanium White plus a bit of the blue grey. Using pure Titanium White can give a false effect.

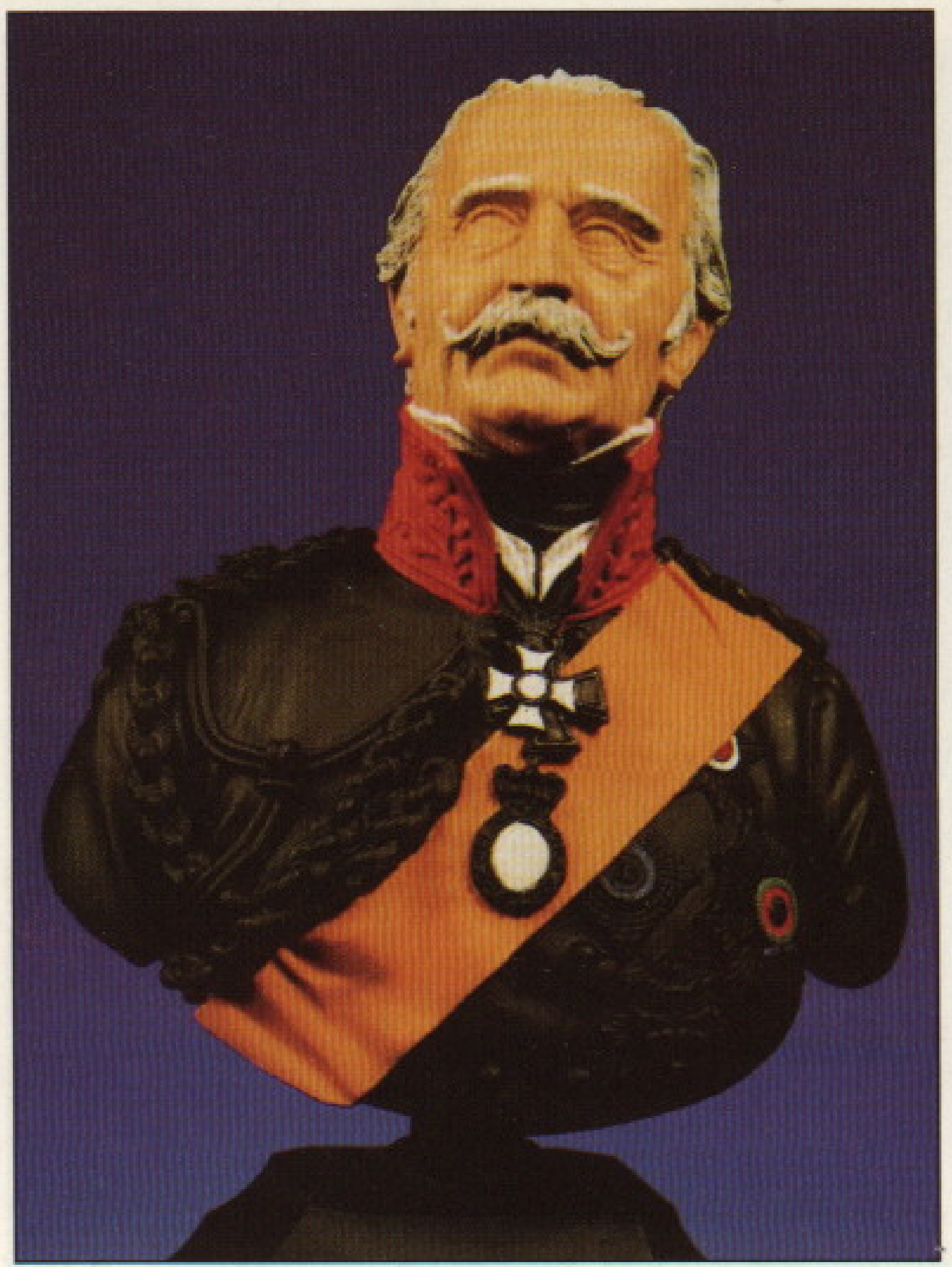
Getting the 'Blues'

The tunic of a Prussian Field-Marshal at this time was very dark blue, but almost black in appearance. I know that many figure painters fear the thought of painting dark blues, as indeed I did until I adopted my current technique. Dark blues straight from the tube are usually very inky and translucent, especially Prussian Blue! Therefore, you need to add other colours to give them more opacity.

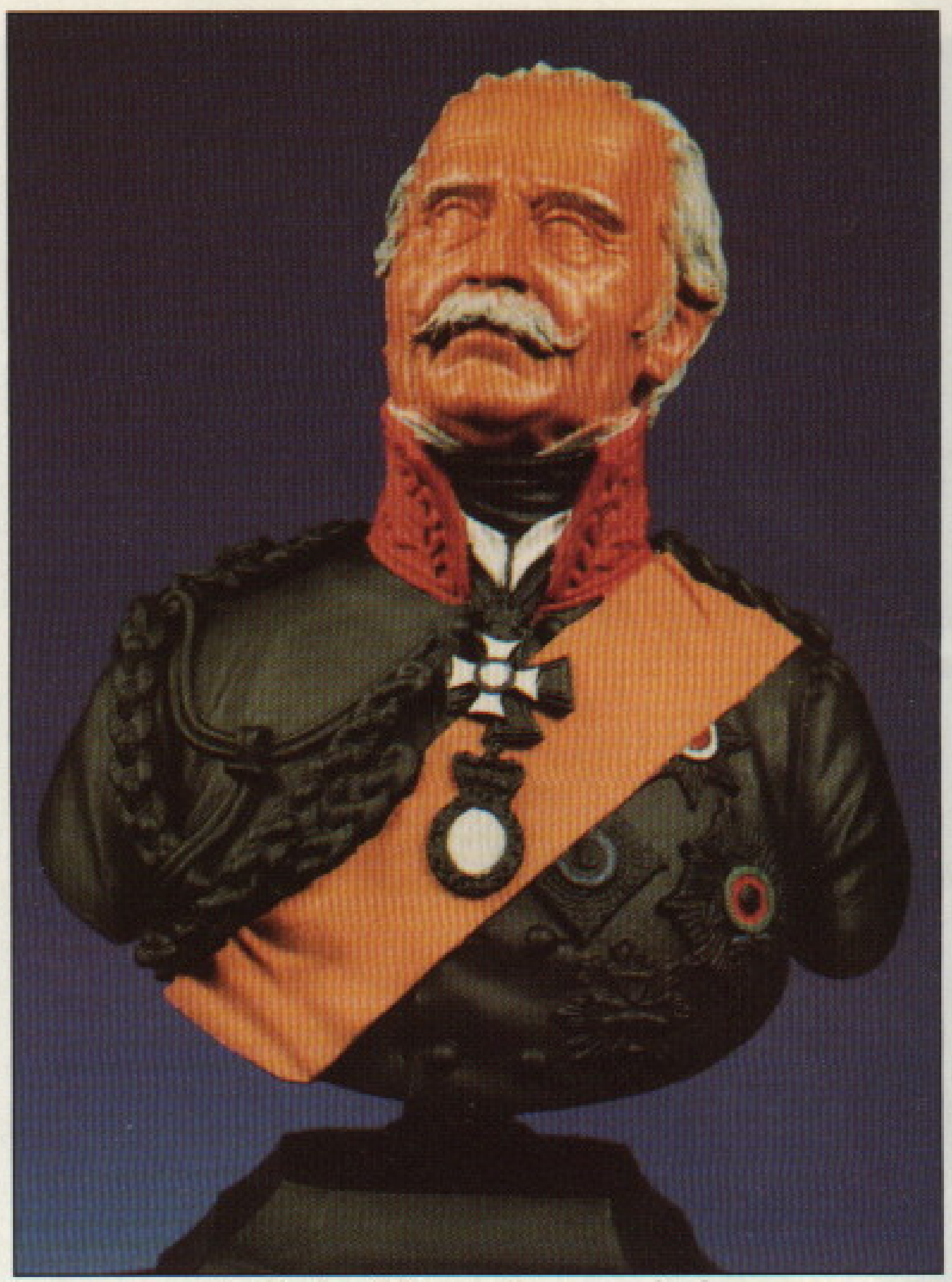
Mix a little Cobalt Blue and some Ivory Black until you have an almost black colour, but smears perceivably dark blue with your palette knife. The golden rule is not to highlight with white - try mixing Burnt Umber and Titanium White to obtain a chocolate colour. Apply this chocolate colour sparingly for your highlighting, which will effectively become a grey once in contact with the dark blue. I add a touch of the blue base mix to the chocolate for the wet-on-dry highlighting stage later. Ivory Black is used for shading. Once the tunic has dried thoroughly, I apply a very thin wash of Ivory Black over it to darken and tone together nicely. Also, a wash is useful should you have overdone the highlighting - it could be your saviour!



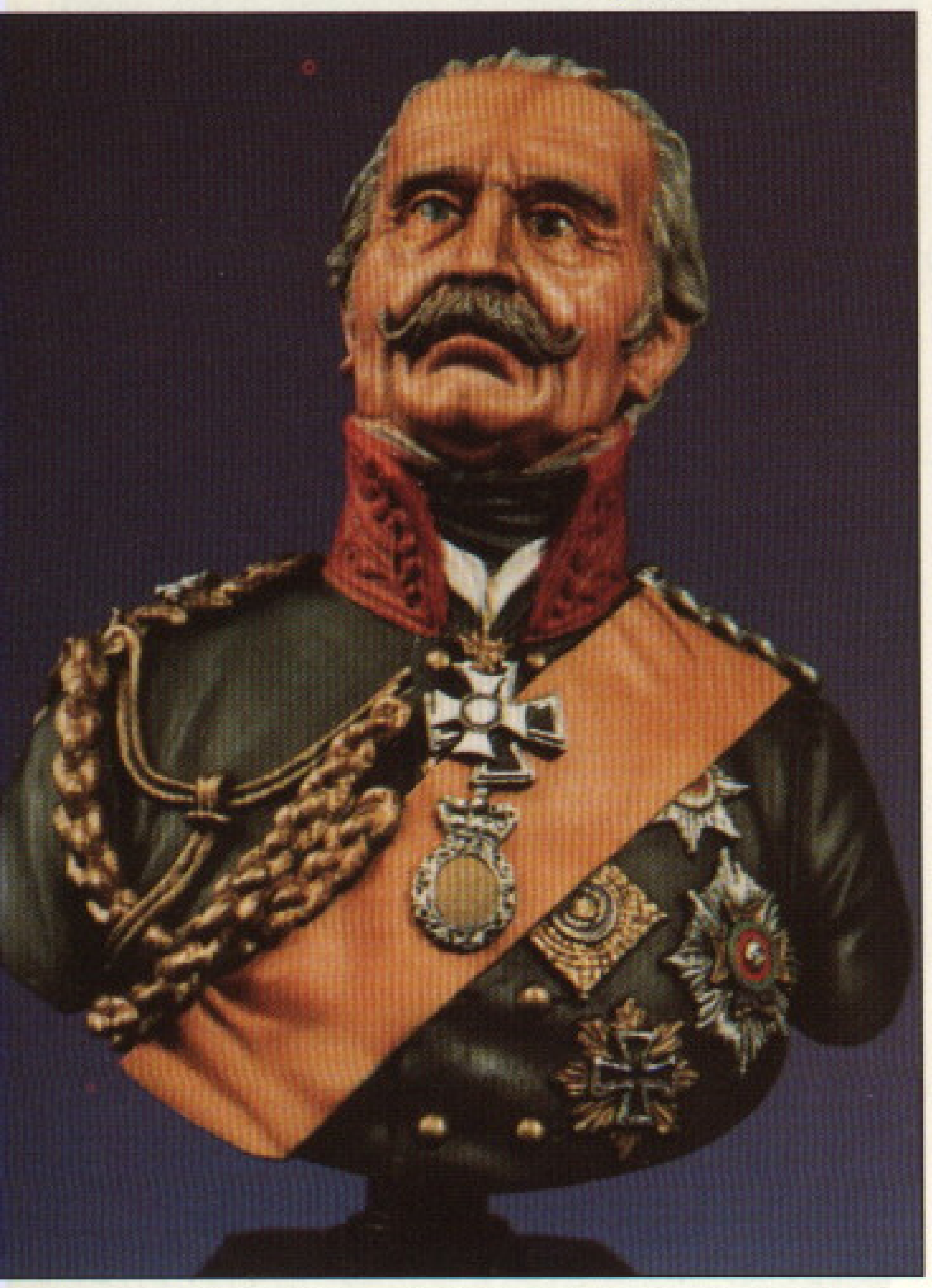
Initial undercoat in grey.



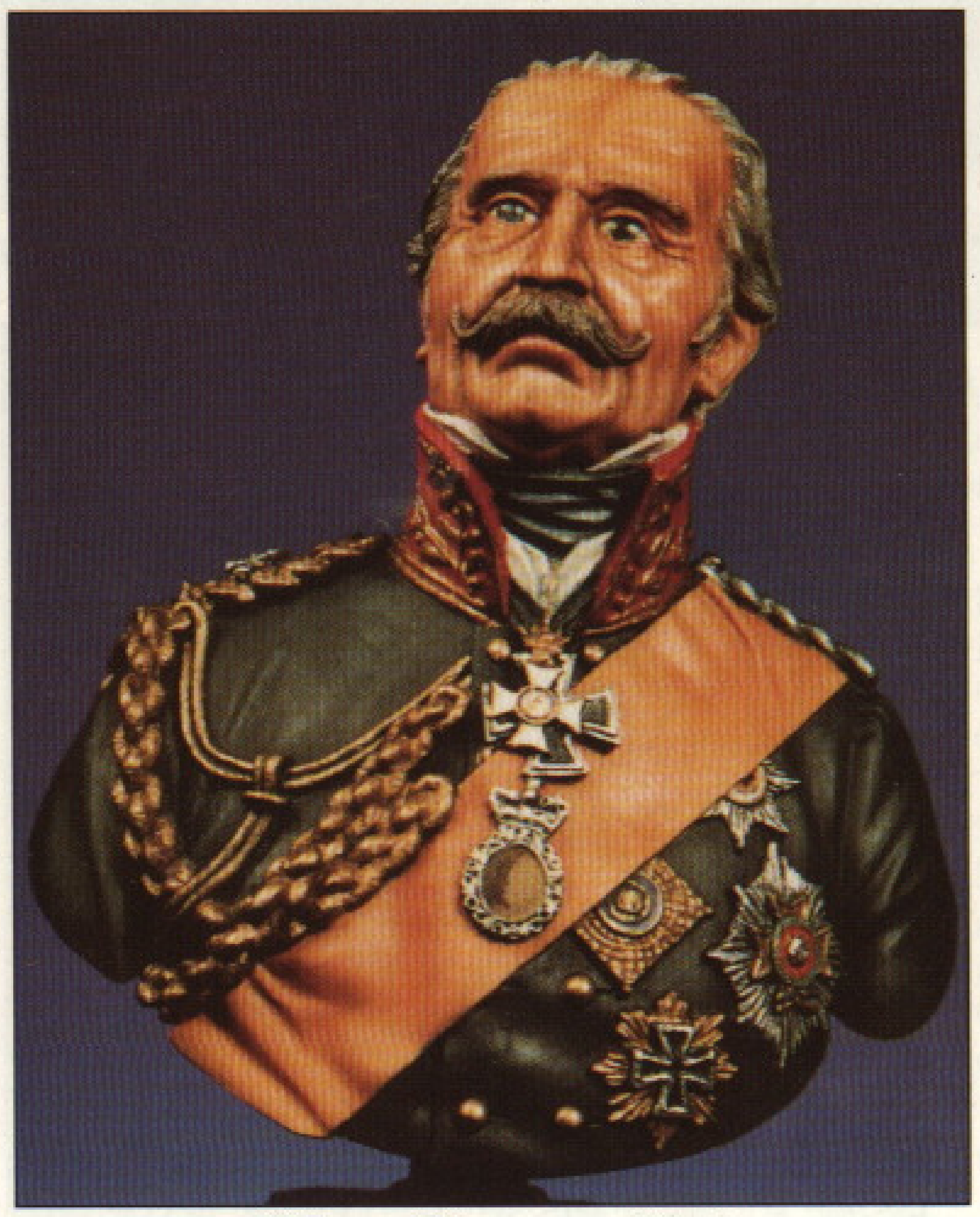
Colour undercoating completed.



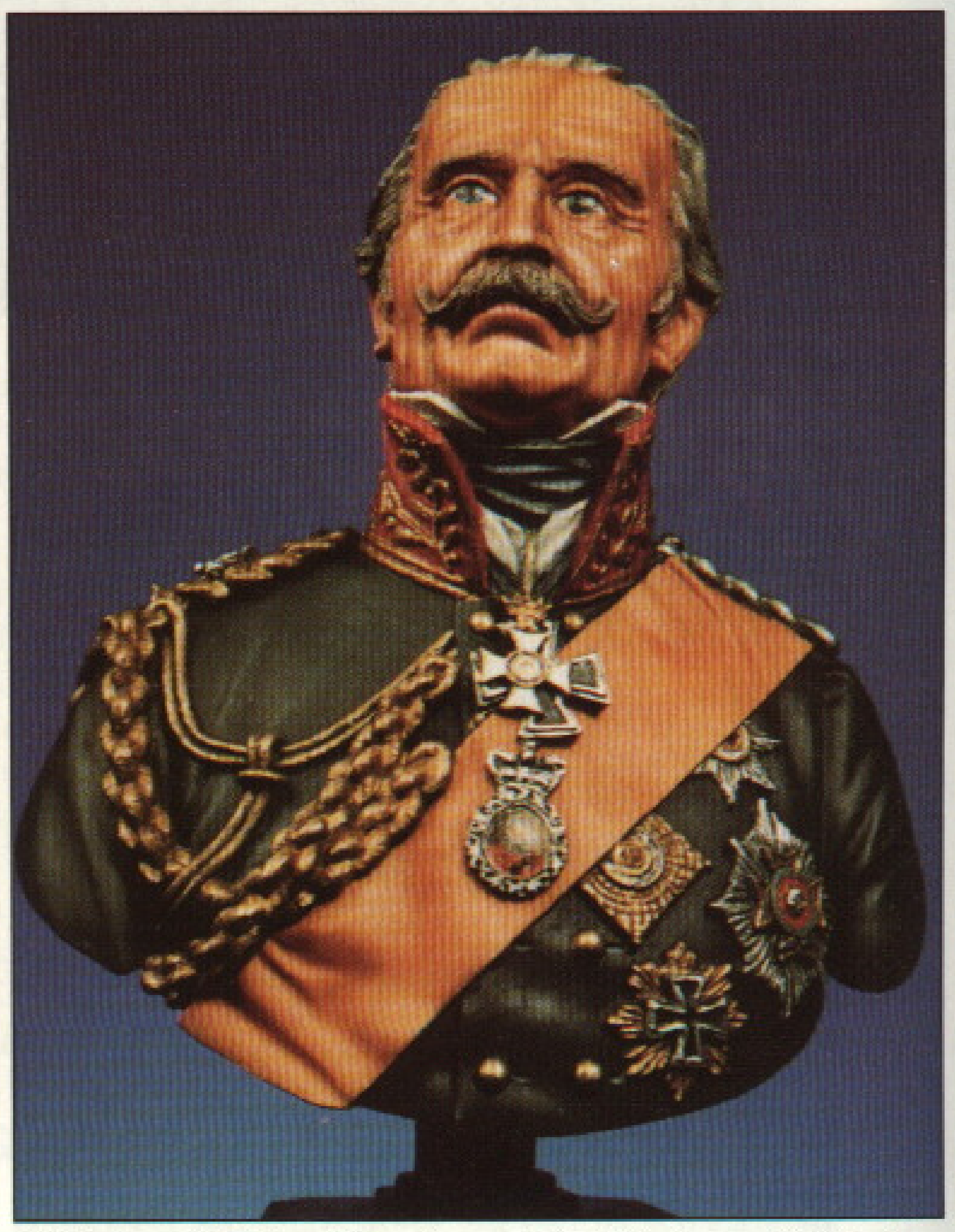
Flesh oil base colour applied.



Award detailing with highlights and shading.



Collar gold lace now evident.
Gold Ochre wash has modified sash appearance.



Miniature of Prince Regent completed. Bust now finished!

Subtle Sash

The 'correct' colour of the sash for the Order of The Black Eagle with star caused me some concern. My reference suggested an orange with a subtle golden tinge. David was convinced that there was more gold in it than I first thought, therefore, I respected his advice and attempted to find a safe compromise depicting the colour somewhere in between the two!

To Yellow Ochre Deep I added a little Schevening Red Pale and Cadmium Yellow Deep for an orange hue (all 'Old Holland' branded oil paints). I highlighted with Titanium White and shaded with Schevening Red Pale (an experiment that seemed to work!). Once re-highlighting and shading had dried, a wash of Gold Ochre was floated over the sash to tone down the orange with a golden tinge.

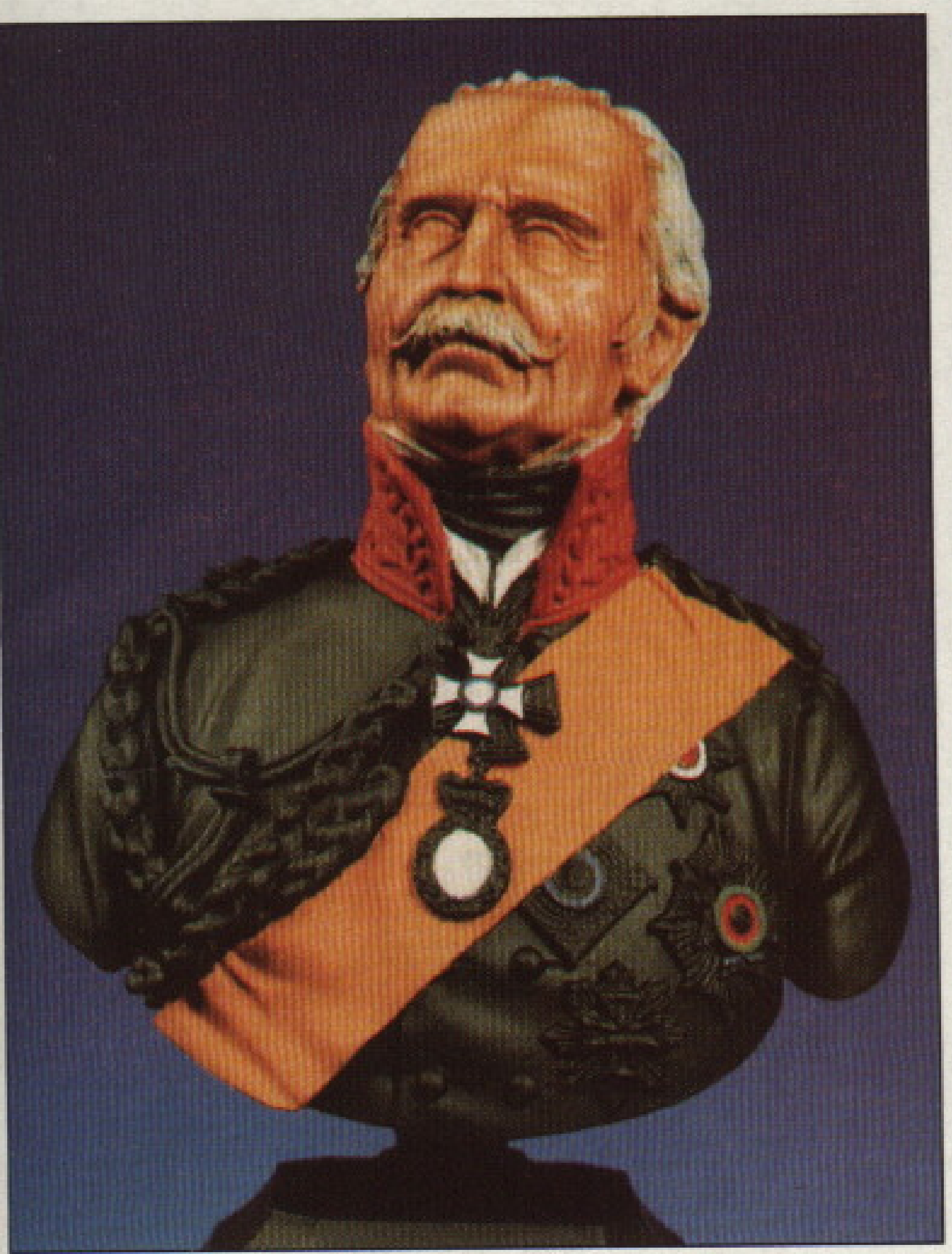
Bill Horan meets his match!

Well, old Blücher won more awards than Bill Horan! Before, going further I must mention a very useful reference book I picked up a couple of years ago (still widely available) on awards and medals. *Military Medals, Decorations & Orders of the United States & Europe, A Photographic Study to the Beginning of WWII* by Robert W.D. Bull & Paul Peters (ISBN: 0-88740-579-7) covers its subject in colour very well. I have found this publication an invaluable friend when sculpting and painting medals. The following list of the awards on this bust mentions page references from the book:

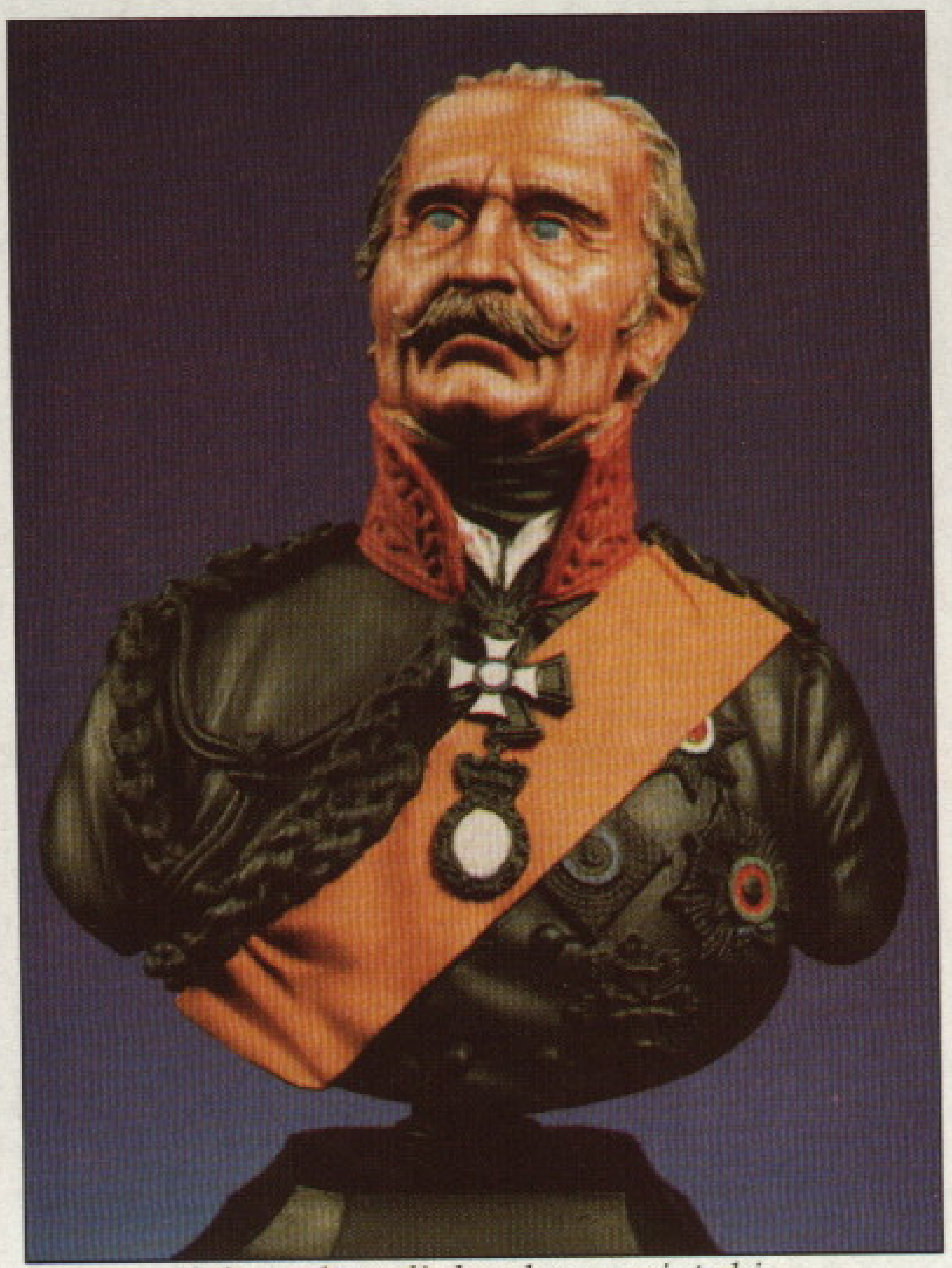
1. Grand Cross of the Iron Cross (page 68) with black and white ribbon suspended from the neck.
2. Wütemberg Grand Cross of the Order of Military Merit (page 90) suspended from the neck on top of the aforementioned Iron Cross.
3. Star of the Prussian Order of the Black Eagle (page 50) placed highest on the breast partially obscured by the sash.
4. First Class Star of the Order of Saint George (page 158 although slight differences to note) also partly covered by the sash.
5. Star of the Order of The Bath 1st Class (page 119) being the largest sized award on the breast.
6. Blücher Star with Iron Cross (page 68) is the remaining award on the lower breast.

Please note that a detailed painting guide will be supplied with the kit as with all D.F. Grieve products. Also, a photo of my rendition will appear on the box lid.

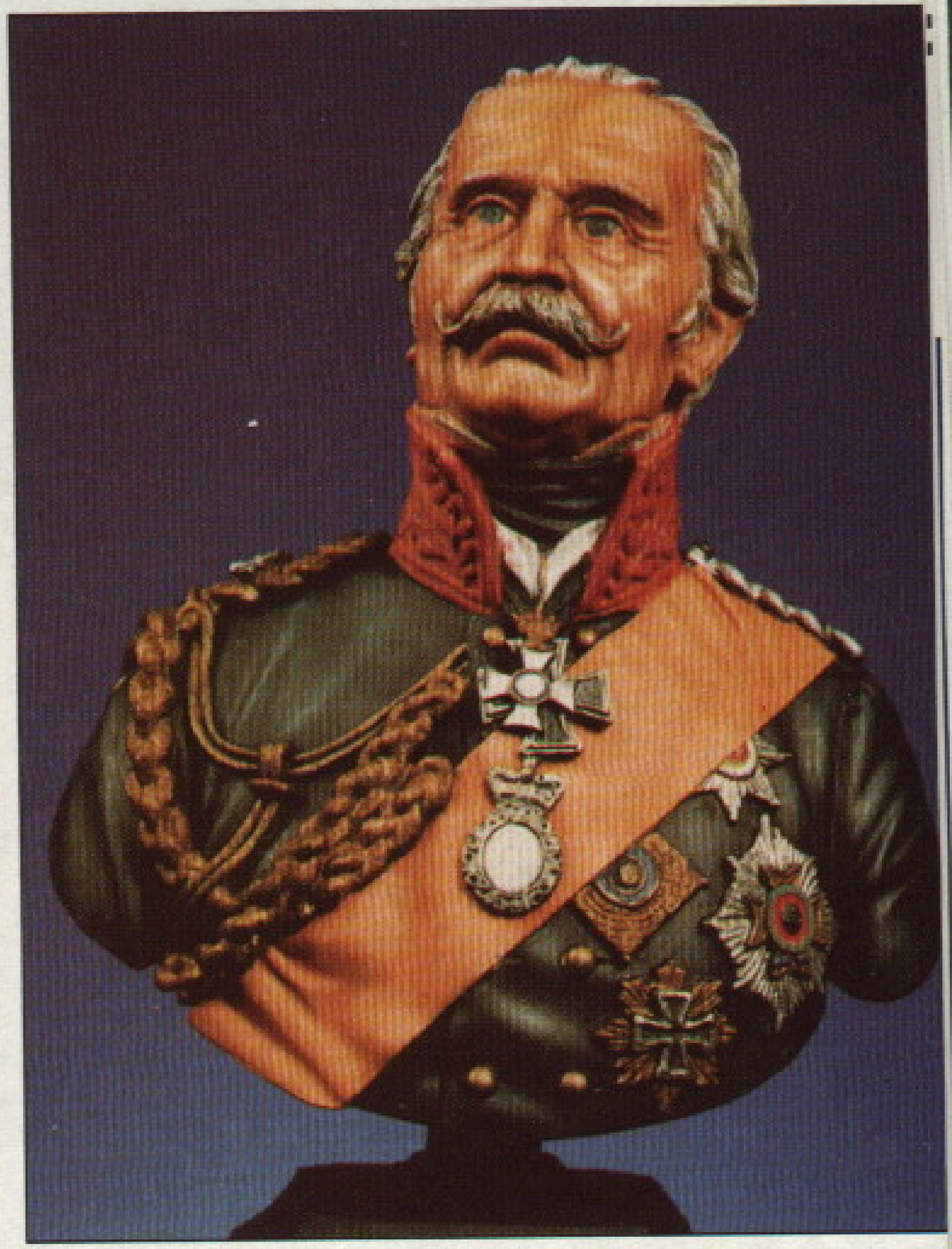
Painting all these may seem somewhat daunting, but most consist mainly of gold and silver which are quite easy to paint - really! Initial applications of gold (printer's ink mixed with Liquin) and silver (Tamiya Chrome Silver Pen) both muted with Burnt Umber and Humbrol Gloss Black (21) respectively - keep these paints thinned, don't apply them thick. After drying, highlight with pure gold and silver as well as shading with thinned Burnt Umber and Ivory Black. If you take your time and keep it neat you won't go far wrong whilst having a great time.



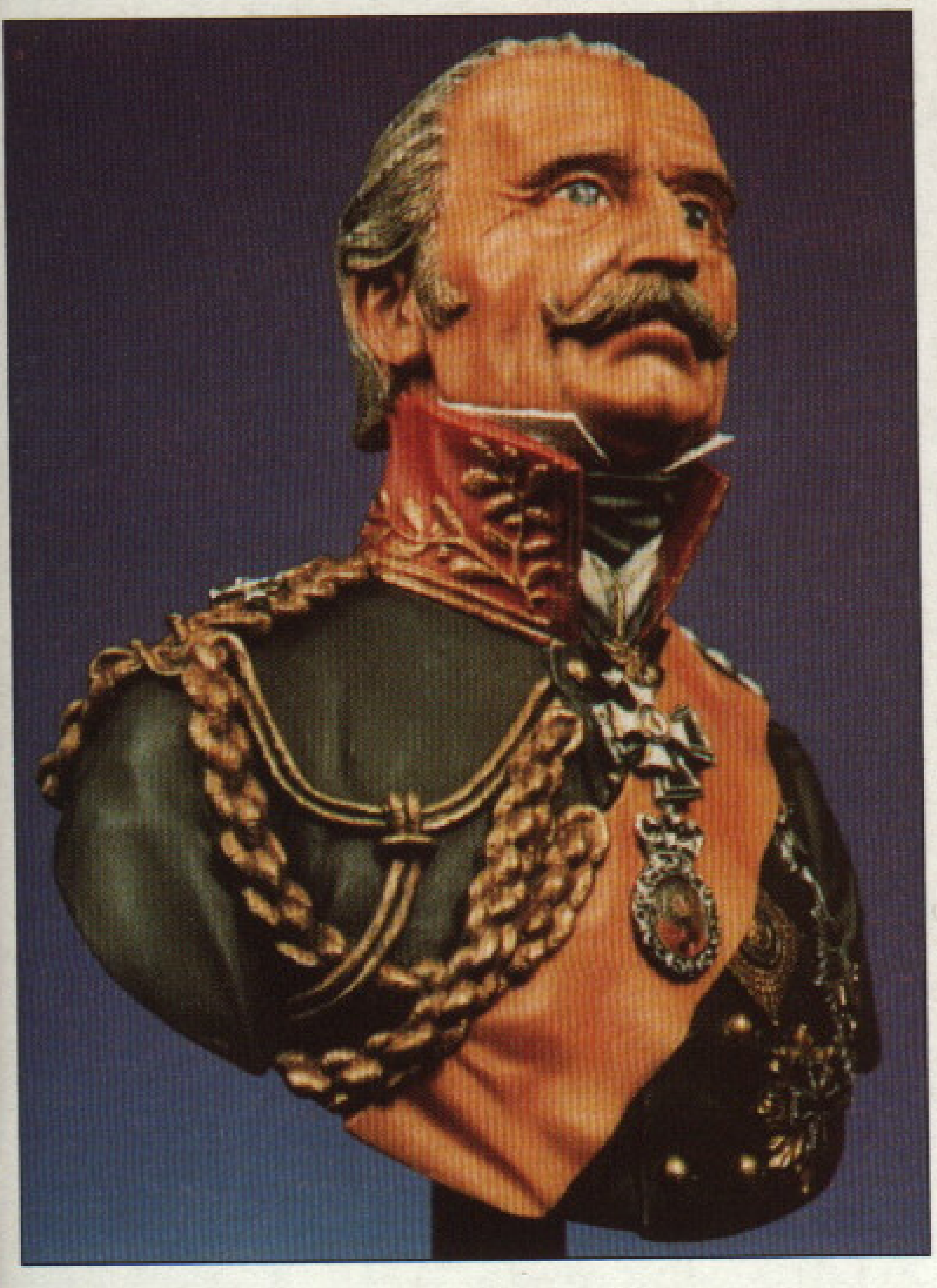
Excess face oils brushed out and highlighting/shading commenced.

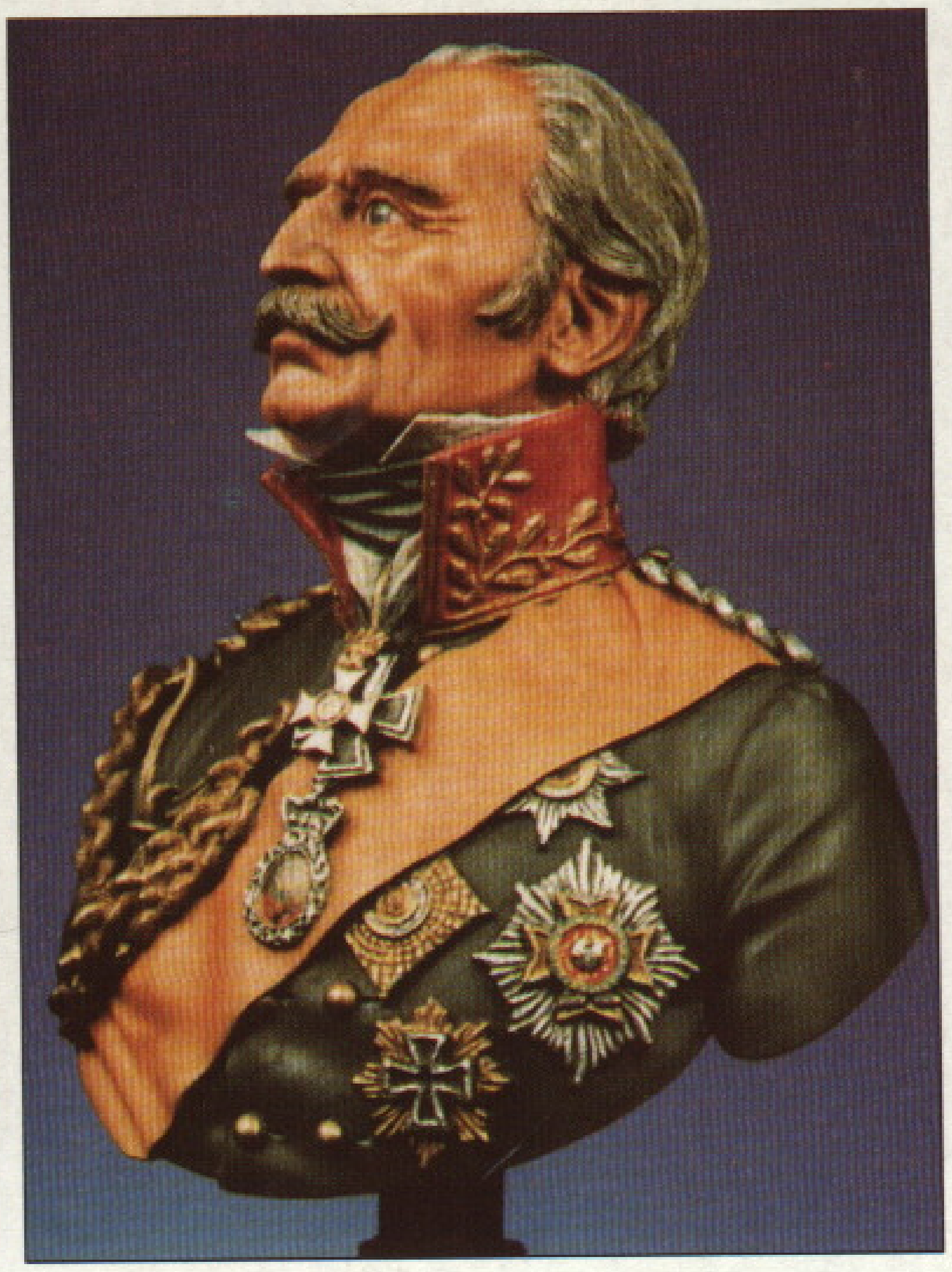


Hair wash applied and eyes painted in.



The head taken a step further. Initial gold and silver mixes on aiguillettes, awards, etc.





One for Mike Taylor!

On the sash there is a miniature portrait (after you've painted it!) of the Prince Regent. This was awarded to Blücher by the Prince on his visit to London in 1814, I believe. This was a great honour and Blücher wore it continuously. I referred to the book cover reference that I mentioned earlier and thought this is one for Mike Taylor, King of the flat painters!

After mopping my sweating brow, I realised that the portrait is very small and does not have to look like a scaled down photograph. All that is required is an impression of the Prince. So, I attempted to break him down into shapes, beginning with the face, hair, collar, tunic, sash and braid. Upon a foundation of Humbrol Natural Wood (110) and Burnt Umber, I used the following white spirit-thinned oils (enables you to control the paint better in such a small space) to paint the Prince Regent:

Flesh - Equal parts of Burnt Sienna, Raw Sienna and Titanium White.
Hair - Paynes Grey shaded with Burnt Umber and highlighted with Titanium White.
Collar - Old Holland Blue plus Cobalt Blue.
Tunic - Vermilion Extra, Schevening Red Pale and Cobalt Blue.
Sash - Cobalt Blue.
Gold braid, etc. - Gold Ochre.

I left the miniature to dry for a day or two and then floated a slightly thinned layer of Liquin across it.

Last minute correction!

When David came to collect his painted bust, he pointed out that the Würtemberg Grand Cross should have a darkish blue ribbon - on the figure there is an evident small 'v' shape just above where the medal is suspended from the neck, which I painted with a mix of Cobalt and Old Holland Blues after a Humbrol Blue (25) undercoat. I'm glad this detail wasn't missed - phew! Obviously, this kind of detail will be fully documented in the painting guide.

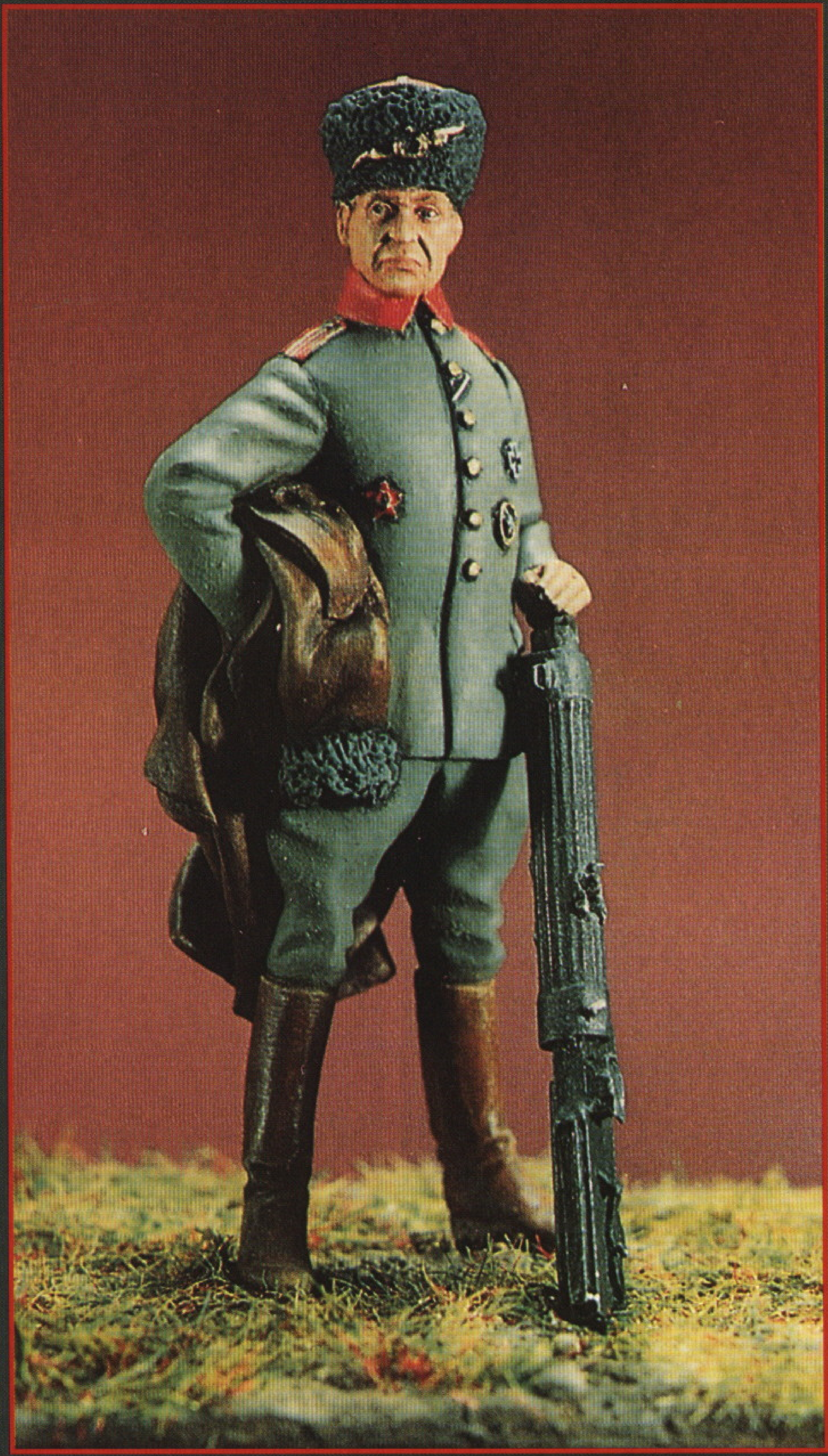
Watch this space!

Although this bust was a joy to paint, it was a relief to finish it especially as I painted two of them at the same time (one for David and one for myself to enter at Euro Militaire). I hope that I have been of some help to you and tempted you into some Blücher painting therapy! David has already selected two more busts to sculpt over the next year - so watch this space!

If you are missing an addition to David's full figure range, don't despair as a model should be released at Euro '98 in a new scale. For the record, David has sold all his 65mm and early 100mm figure ranges to Jim Johnston's 'Fort Duquesne' company in the U.S.A. and will be available in resin with metal accoutrements from Historex Agents and, no doubt, Red Lancer in the U.S.A. You can still get the 100mm Waterloo figures, The 140mm Drum Major and the 100mm H.M. The Queen on Burmese from David or through selected retail outlets across the U.K. and Europe. ■

A Delightful 'Turk'

A German pilot serving with Ottoman Air Arm during the First World War made and photographed by Gary Joslyn



The finished model is an unusual choice of subject and it is very unlikely that it would be produced commercially. All photos: the author.

I have long been fascinated by the dress and exploits of the 'military flyer' since the birth of powered flight in 1903, but most particularly between 1914 and 1945. There is something awe inspiring about 'Those Magnificent Men in their Flying Machines' that never seems to diminish, and the period that shines brightest for me has to be 1914 to 1918. Why? One word, *panache!*

Heroes were made, legends were born, stories were told of exploits so daring and thrilling that every schoolboy wanted to be a fighter pilot and fly with Mannock and Ball or Richtofen, Guynemer or Lufbury high above the clouds in their heraldically painted flying steeds. That was certainly true of myself, and they do make excellent subjects for the miniaturist, ranging from the mundane to the truly exotic and flamboyant.

One such figure is a pilot of the Ottoman Air Arm 1917, the main inspiration for which came from figure F2 in the Osprey Men-at-Arms series, No. 269 *The Ottoman Army 1914-18* written by David Nicolle and illustrated by Raffaele Ruggeri. It was one of those illustrations that set me off finding more research matter to produce the piece. The Time-Life book, *The Knights of the Air* contained a full-colour photograph of the tunic and head-dress with the appropriate badges, other references listed at the end provided all the other research necessary to complete the figure.

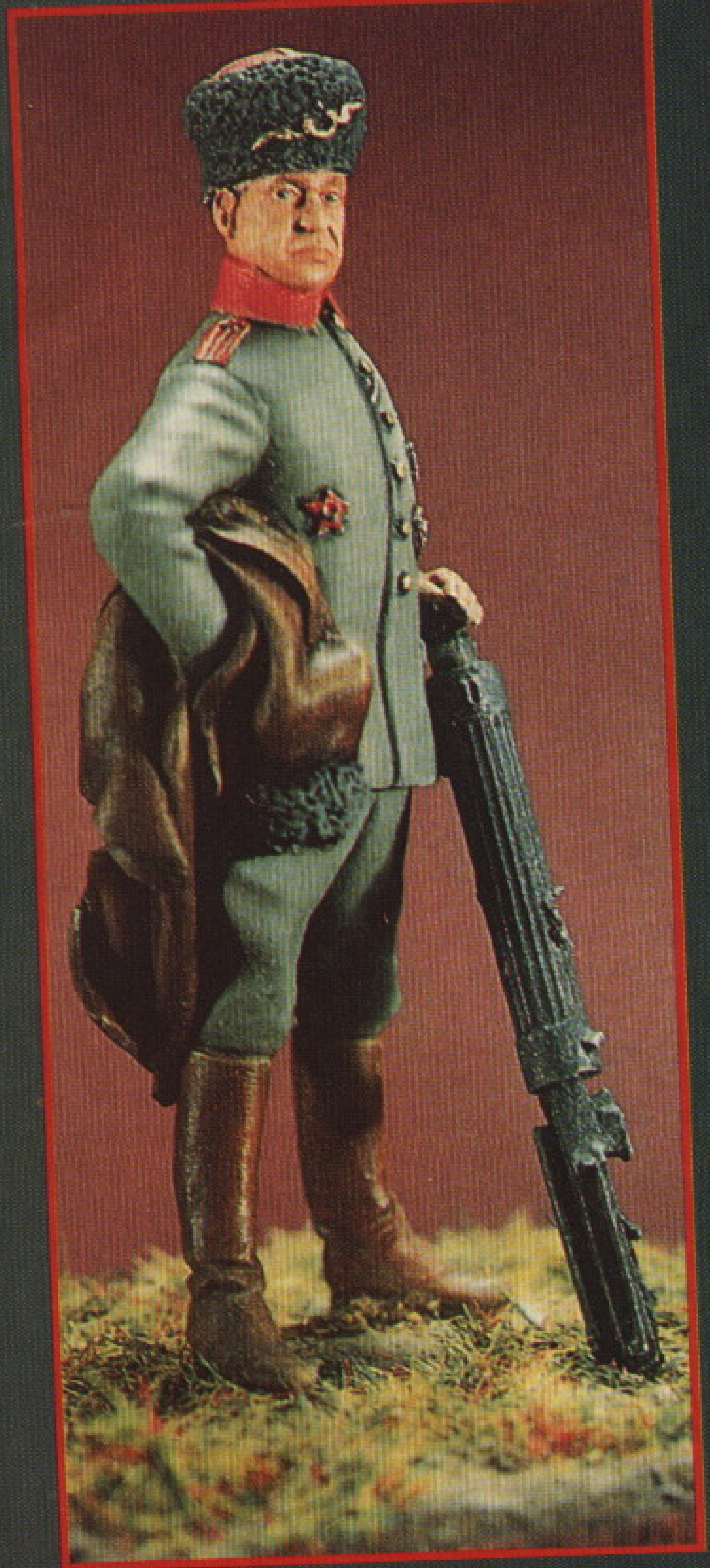
Hans-Joachim Buddecke

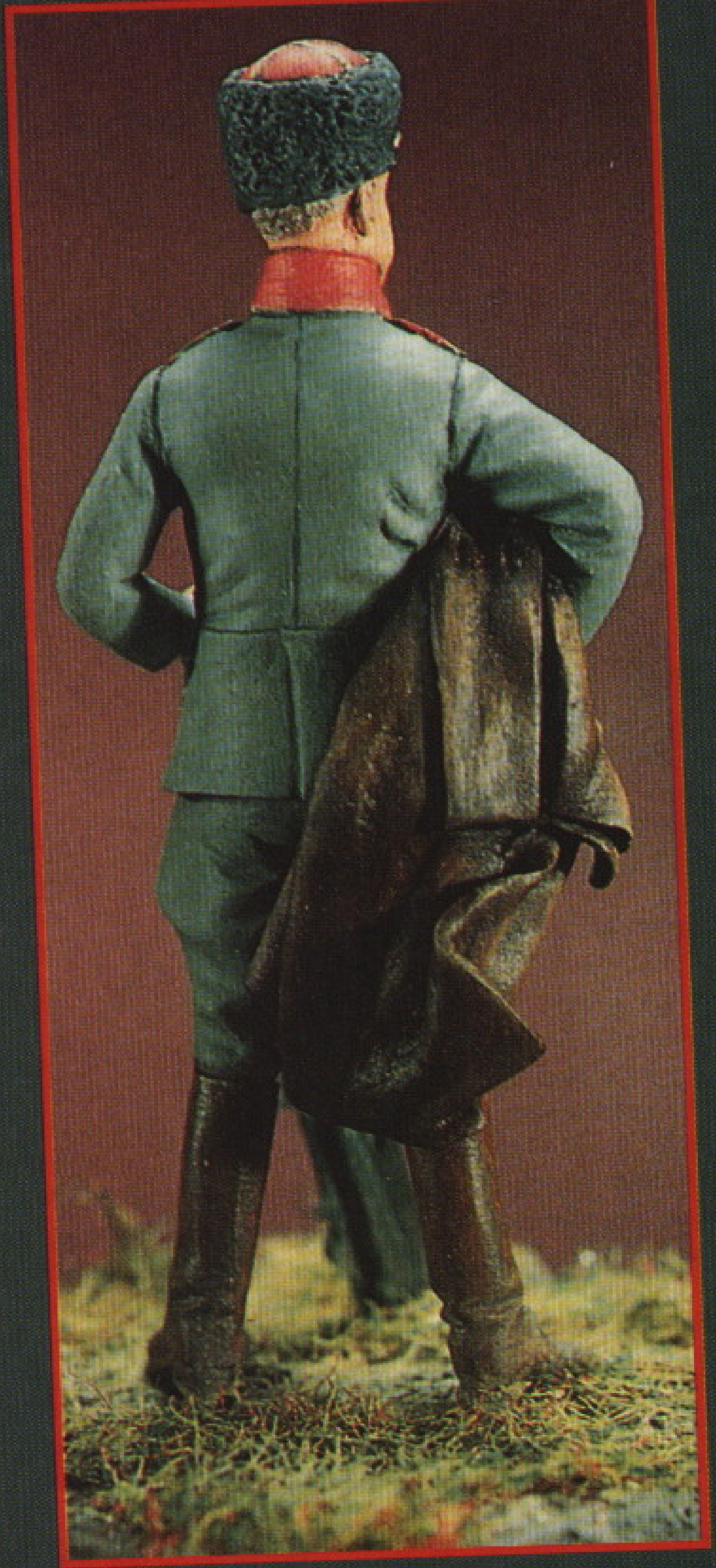
Research showed that the uniform tunic could be of several slightly differing styles and I chose the style favoured by Hans-Joachim Buddecke of The Imperial German Air Service seconded to the Turkish Air Arm. To digress, for a moment, whilst on the subject of Buddecke, he was an ace with 13 confirmed victories the first of which was a BE2c of 8 Squadron Royal Flying Corps on the 19th September, 1915. The observer of this aircraft was 2nd Lieutenant W. Lawrence who was the brother of Lawrence of Arabia.

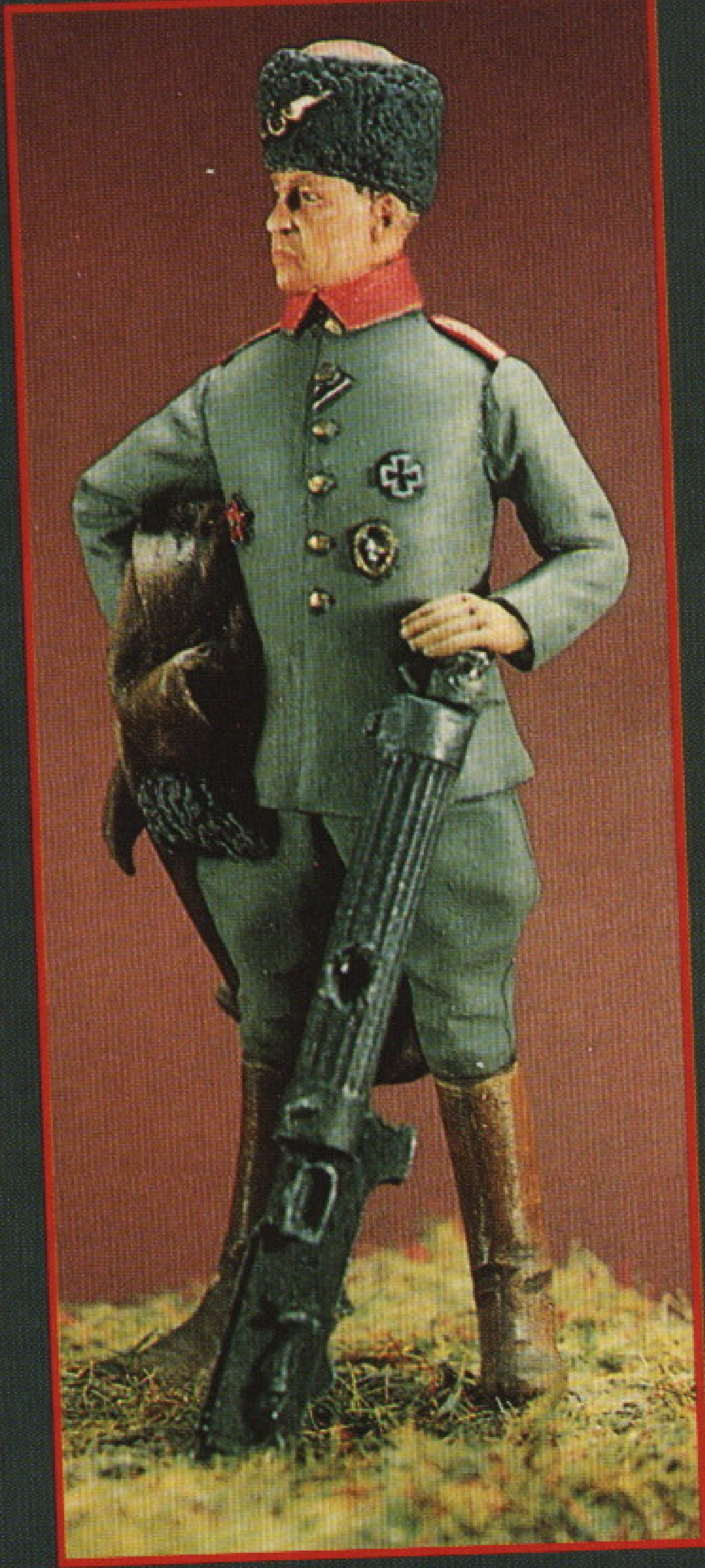
Buddecke later went to Turkey and flew extensively over the Gallipoli battlefield where the Turks nicknamed him the Hunting Hawk. He was awarded the 'Blue Max' *(Pour le Merit)* in 1916 and later shot down and killed on the 10th March, 1918 whilst flying patrol over the Western Front.

Find a suitable figure to convert

Once I'd all collated all my references I started work on the figure. My usual way of working is to look for a suitable figure to convert, but failing this I will scratch build. In this case I found Verlinden Productions' 1:35 scale Japanese Officer No. 356 was perfect for what I had in mind. The pose was left unaltered, but all equipment and uniform detail was cut away, torso and legs were then joined together and the torso sanded smooth. An appropriate bare head was selected from the Hornet range and attached to the body with a length of paper clip wire and super glue. When this had set I was able to twist and manipulate the head to a suitable angle. It's best to take a little time at this point as subtle changes of angle or







tilt can make all the difference to the bearing of the figure. Once happy with the pose 'solidify' the neck with Milliput.

The tunic front, pocket flaps and rear centre vent were formed from a thin rolled-out sheet of A&B putty and when completely dry the edges were tidied up with a 'new' scalpel blade and finished with fine grade wet and dry paper. The collar was formed from the lead sheet of an empty wine bottle and superglued in place. The epaulettes were made in the same fashion and the six buttons down the front of the tunic were punchings of plastic card stock, made with a punch and die set and fixed into place with thinned-out white pva glue, of which I find the bond is just as strong, but you have a little more time and flexibility for positioning.

The Iron Cross First Class and the Gallipoli Star came from various photo-etched spares to be found in the Nimex range and these were also attached to the tunic in the same manner as the buttons. I made the pilot's badge by applying a small blob of putty to the tunic, then flattening it and picking out the detail with the point of a pin. The central device of the Gallipoli Star was achieved in the same manner and the details for these items are all to be found in the references listed at the end.

Thus far, I had been faced with an extremely easy conversion, but now I came to the part which although not overly difficult, does require a bit more care and attention as it forms the focal point of the figure - the hat! The correct term for this head-dress is the Kalpak and to make it I first drilled four small holes in the top of the head and epoxied four small lengths of brass rod to provide support. When this was completely dry the next stage was to mix some putty and cover the top of the head. I wasn't worried too much about the sides, at this stage, but ensured that the height was correct. When the putty had completely cured I sanded a nice smooth dome shape to the top. I then cut two thin strips of 5 thou plastic card and glued them to the dome to form a cross. I made these strips long enough to come about half way down to the top of the head and I wasn't worried about the ends because the next stage would take care of them.

I smoothed some freshly mixed putty all around the body of the cap making sure that the bottom edge above the ears and the top edge, leaving the dome exposed, were neat and straight. For texture I used a sharp pin which I stuck into the putty and gave it a little twist to produce a tight astrakhan fur texture. When I was satisfied with the effect I put it aside to dry. For the winged crescent and star badge on the front of the kalpak I had no shortcuts or magic formula. It was putty, reference, a sharp pin, patience and a lot of care.

The leather flying coat in the crook of his right arm was constructed from a rolled-out sheet of A&B putty cut into suitable shapes and draped over the arm to achieve the desired shape. The fur collar was made in the same fashion as the kalpak. A Vickers machine-gun trophy with suitable battle damage was added.

After painting the figure in artists' oil colours and mounting it on a suitable groundwork-covered base I had completed another piece for my collection.

Colouring details

Kalpak: Red crown (Arm of Service colour) with gold cross, black fur and gilt badge.
Uniform: Field grey (could also be khaki in shades varying from pale sand to brown) red collar, with silver and red epaulettes.
Coat: Brown or black leather with fur colour to suit.
Boots: Brown or black leather.

As can be seen, with the exception of the Kalpak, there is a great latitude to creating a figure of this sort and several differing versions can be made quite happily. Until next time, enjoy your modelling, after all that is the most important part.

References

The Ottoman Army 1914-18, Nicolle and Ruggeri. Osprey Men-at-Arms No.269.
Knights of the Air, Ezra Brown, Time-Life Books.
Collecting Military Headgear of the First World War, Brian Calkins Andrew Mowbray Publishers.
Above the Lines, Franks, Bailey and Guest, Grubb Street Publishers.

Availability

Verlinden Productions available from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.
Hornet figures and accessories available from Roger Saunders and Associates, 290 Queen's Road, London SE14 5JN.

DESPATCH

The Editor welcomes readers' letters for publication which must always be accompanied by the writer's full name and address. The address will be published in full if the letter is interpreted as a request for information to the readership. Otherwise only the writer's full name will be published. Letters are not, under any circumstances, altered or severely edited; however, they may be shortened because of available space restrictions.

Letters to the Editor intended for publication should be addressed to "Despatch", Military Modelling, Nexus Special Interests, Nexus House, Boundary Way, Hemel Hempstead, Herts HP2 7ST.

READERS' LETTERS

The 78th Highlanders who appeared in Ian Castle's feature on Victoria's Glory in Vol.27 No.15. See Douglas N. Anderson's letter.

Sherman Calliope

Dear Sir,
With reference to Phil Dyer's article on Sherman Calliopes and specifically 'Annabelle' in *MM* Vol.27 No.15, the large number of published photographs of sandbagged 14th Armoured Div. Shermans show that the outline of the sandbag 'cages' conformed closely to the shape of the hull side.

The well known 'starboard-bow' view of 'Annabelle' shows that its cage was a different shape. This, plus the way the sandbags are lying, suggesting that there is no raised shoulder to the hull beneath, and the small portion of the hull front that is visible in front of the driver's hatch, lead me to suspect that 'Annabelle' had a composite hull. Steven Zaloga in his caption to the artwork in *M4 Sherman at War* describes it (her?) as an M4A1, but this is clearly shown to be incorrect from the rear view in Phil's article, where the welded rear hull can be seen.

I would therefore suggest that anyone building 'Annabelle' from the Italeri kit is living a little dangerously.

D.R. Griffiths

Phil Dyer replies ...

The photo of 'Annabelle' published in my article appears to show both the support for the right hand air intake door for when it is opened (seen alongside the left rear end of the log) and what could be the front hinge for this door on the rear deck. With no sign of an M4 air inlet cover, I had no qualms about considering it to be an M4A3(75)W. However, D.R. Griffiths makes a very valid point regarding the sandbags and their cage, and the excellent photo reproduction appearing on page 60 in the Concord Sherman book, which is the best I have seen, certainly appears to show the top of a cast front as he states; as must also have been obvious to Steve Zaloga. He is, therefore, absolutely correct with his conclusions.

Keep aircraft where they belong

Dear Sir,
Is this the beginning of the end for a once great magazine?

I thought I had picked up the wrong one when I opened it up to find a six-page article on an aeroplane with a staggering 18 lines on the pilot figure! *Mil Mod* has and always will be the voice of the figure/armour modeller.

If Mr. Robertson wants to read about aircraft, he can buy at least four aircraft-only magazines. There is simply not enough space for more aircraft subjects. Keep them in their own magazines where they belong.

Michael Harbour

No Planes Please

Dear Sir,
I hope I heard right? Did my eyes deceive me? A friend told me that someone had written into 'Despatch' (Vol.27 No.14) asking for aircraft to be included in *Military Modelling* magazine. He had got his copy before mine arrived, so I waited to read the letter with baited breath. I'm sorry, but I just had to write in.

You must be joking Mr Robertson, there are plenty of magazines for aircraft modellers without cluttering up the pages of *Mil Mod* with them. I *do* make some model aircraft, but the last thing I want is for them to be featured here. I don't mind aircraft in diorama's with figures (which I like painting), but to put them in would only cause problems. Heaven knows, we have enough with the tank modellers arguing in these columns about how many rivets appear on an exhaust bracket for a Panzer Mark thirteen and seven eighths without the aircraft modellers deliberating about way-out *Luftwaffe* camouflage schemes or German aircraft that never made it off the drawing board!

I like *Mil Mod* the way it is ... well, there are a few things I'd like to change, but I look forward to it every month for a good read, even reading stuff I'm not totally interested in.

So, hands off Mr Robertson, stop rocking the boat and Ken Jones - please leave the contents alone. Thank you. I feel better now I've let off steam. Hope you can print this.

Brian F. Jones

We have had similar short, sharp and 'to-the-point' letters (plus the odd phone call or two ...) echoing Messers Harbour's and Jones's (no relation!) remarks about not featuring aircraft models in MM. Ed

Not quite!

Dear Sir:
With reference to *MM* Vol.27 No.15, page 49: your caption to the photograph of the drill unit of 78th Highlanders, The Citadel, Halifax, Nova Scotia states that the uniforms and equipment had been, "painstakingly researched by members of the group". Not quite! The research was, in fact, done by me, commissioned by Parks Canada Historic Branch, and carried out over the course of some five years, commencing in 1981.

Painstaking it certainly was because not only did I provide large full-colour paintings of individual front and rear views of all ranks, appointments and orders of dress, but also literally hundreds of drawings to scale in colour and line of every single item of clothing and equipment of a Highland infantry battalion of 1869. Everything of cloth, leather, metal and hair, from gaiter buttons to pipe banners, was illustrated and accompanied by a written text.

However, it would be wrong of me to imply that all this work was done in a state of solitary dedication; far from it - at the same time, in Halifax there was a knowledgable team researching many other aspects of the 78th and I have no doubt such work continues today. Therefore, and since all my original artwork is held by the Citadel, I suspect the caption statement was simply a broad interpretation and unintentionaly exclusive.

Readers of MM who are involved with re-enactment or, indeed, scratch modelling, will understand only too well the difference between the two-dimensional and the three, especially where precise reproduction is the end product. In this instance, many items of uniform were, of course, fairly easily found and measured and we were grateful for the help given by the Scottish United Services Museum and the Regimental Museum of the (then) Queen's Own Highlanders. Other things were less simple; where, for example, is there a surviving Pioneers' tool case and carriage with its curious rococo brasswork? In the reproduction of fabrics The Citadel aimed for a high standard of authenticity and the old, heavy, Cheviot tartan of the Rank and File had to be specially woven in Scotland.

Unfortunately I was unable to see the 78th performing here this summer, but I am impressed by your report and photographs. The men look extremely smart and it is satisfying to see the feathered bonnet worn correctly, cocked to the side, unlike the horizontal jammed-down-to-the-eyebrows style adopted today in the British army.

For The Halifax Citadel the recreation of a Victorian Highland regiment was an imaginative project guided by an enthusiastic team in which I was proud to take a significant part. That the results of our labours have been so well-realised and received is very rewarding to know.

Douglas N. Anderson

Lack of historical research

Dear Sir
Gary Watson's letter in Despatch (*MM* Vol.27 No.15) that the IS-3 Stalin saw combat in WWII is another unfortu-

nate example of myths being perpetuated by a lack of historical research.

To begin with, the Tamiya kit represents a post-war Model 1946 version as it was based on the example preserved in Poznan, Poland which was manufactured in April 1946, as is evident from its serial number (703.604A81). The kit is clearly not a 1945 production vehicle as it lacks all the features characteristic of the initial production batches.

The Tamiya kit has the inverted 'V' rain gutter at the rear base of the turret protecting the rear turret fan intake port; The Model 1945 had no such feature. The Tamiya kit has the late style rear turret tie-downs, the Model 1945 had interim circular tie-downs, etc.

Mr Watson's account of the fighting at the Floridsdorf bridge in Vienna is incorrect in nearly all respects. To begin with, the battle took place on 12th August, 1945, not 1946. The Panther tank involved in this incident was number 1227 not 227. The tank commander was Arno Giesen, not Arnod Freison. Some of the German accounts of this encounter claim that one of the tanks he destroyed on that day was a JS-III. However, this is belied by numerous details of the skirmish which mention that Geisen was familiar with the type and had great respect for its thick armour and 122mm gun. This is inconsistent with the notion that his was a new tank never before encountered and suggests rather that the mention of the JS-III is a simple typographical error for the well-known JS-II. Accounts of the battle also mention that Giesen managed to engage the Stalin after referring to a handbook on Soviet tanks to determine its precise height. Once again, this would have been impossible in the case of the IS-3, as German intelligence never knew of its existence, but consistent for an encounter with a JS-II.

There are ample examples of misidentification of military equipment in the heat of combat and this is not made any more credible by Gary Watson's muddled fourth-hand account. For those interested there is a detailed English language account of the Vienna bridge skirmish in January-February 1986 issue of Armor magazine.

There was only a single Soviet heavy tank regiment in the Vienna area at this time, the 30th Guards Heavy Tank Regiment attached to the 46th Army. We know from recently declassified Russian records that this regiment was equipped with new IS-2 heavy tanks in the Moscow Military District in May-June 1944 and there is no evidence it was re-equipped with a new tank type in 1945.

More to the point, recent Russian accounts of IS-3 production make it clear that no IS-3 tanks ever were sent to the European theatre in the Spring of 1945.

There have been several recent Russian accounts of IS-3 development based on new research including an official history by the design bureau itself (N.S. Popov, et al, St Petersburg, 1995). According to the new Russian sources the first IS-3 tanks were turned over to the Red Army in May 1945 weeks after the Vienna battle. The first regiment equipped with the IS-3 was not formed until the summer of 1945, according to several Russian tank historians I discussed the issue with this past September in Moscow. The first combat used of the IS-3 was by a single regiment committed to the fighting in Manchuria in August 1945.

Steve Zaloga, USA

Full Dress please!

Dear Sir,

I commend Neville Randsome's letter (*MM* Vol.27 No.14) about more exposure to full dress uniforms in your pages, echoing Jack Duke's letter (*MM* Vol.27 No.10), remembering how much Jack has contributed to providing no collectors with good and authentic 54mm bands.

I thoroughly agree that, "in a sea of khaki it is good to see scarlet tunics in today's British Army". I would add that in a sea of drab plastic AFV models, it would be good to see more models of people, especially those in dress uniforms.

Yes, by all means use some of the excellent colour photos not needed for *Regiment* to decorate your pages, and add to an already outstanding magazine. In this way those of us like myself, a prolific British Army ceremonial modeller, far removed geographically from current ceremonial, can remain informed and inspired in our hobby.

Bill Ewbank, USA

Revamp existing kits

Dear Sir,

I concur with Mr A. Block, over the lack of Military soft skin vehicles in 1:35 scale. At last year's toy Fair at Olympia I put the following points to the kit reps attending the show.

"With the high cost of kit production, tooling, etc., why are you not looking to maximise the usage from existing kits? For a small outlay in tooling costs and packaging you could revamp several of their existing kits and at the same time give the modeller what he wants".

At the Italeri stand the following points were raised. GMC kit only needs new cabs to turn it into any of the following. Studebaker, Ford, International, Autocar or GMC. Cabover Bedford, new full cab and two body types, wooden and steel. Katiusza, new rear body, to give post-war Russian truck. Opel Blitz, new cab for Ford 1939, GMC 1939, Henschel, CMP, New No.11 Cab, 12 cab and new lengthened chassis plus two body styles. Tamiya, LRDG, New full cab and chassis plus body, Chevy 1940.

Out of all these suggestions only the following have been put into practice with varying results. Revell with the Mercedes, pity about the wrong engine fitted, it should be a Diesel, and alternative wheels would have been nice. Revell, a revamp of the Italeri Opel Maultier kit, pity they have the wrong wheel pattern for the rear track system.

It would not take very much for these kit manufacturers to modify the kits listed above by making additional kits to change the original into any of the suggested ones. Similar to the ones being produced so successfully for T-34 tracks and turrets.

So you can see that representation is being made on behalf of the model makers, but it seems that once again only the German kits are being adapted, which proves the old saying in the kit world, "If it's German it sells". Let's hope the kit manufactures get their act together and see that there are possibilities beyond 'German'.

Ian Sadler

IPMS Armour Sig Leader

How can you say that

Dear Sir,

I've just received my Vol.27 No.17 issue and must put pen to paper.

I've been collecting *Military Modelling* since it first started in 1971. The magazine has changed so much over the last 26 years, as has the hobby itself, becoming more refined, artistically and specialised; it's unbelievable. It does not mean that everybody is satisfied. I find the articles in this new layout very interesting and informative, irrespective of subject. Over the years, there have been some real good ones, some which took a lot of issues, some which did not, but all were still great in their own way. I am glad that there is still a mixture of subjects and not all of one type, subject, period, etc.

Re. Mr Ridgewell's letter. Now can anybody say a tank, military vehicle, is dull and lifeless? Having served on armoured engineer equipment, been a very keen model maker and one of very few modellers who look after military vehicles at Duxford (I drive the Centurion AVRE tank in which I served on at one time or another), and look after and drive the other military vehicles. All have their own faults and good points, but I find that every vehicle does not look lifeless and that all tell their own story. It's in my blood! However, I do agree with Mr Ridgewell about painting a model, but if you look at a real vehicle carefully, one can see where colours change. A prime example are the M1 and KWS Leopard articles, but I find a compromise is good enough; it works for me.

Re. Mr G. Levey. I've been entering model competitions for many years and I've been successful, but I simply enjoy entering and letting other people enjoy my interpretation of a vehicle/model etc. Also I've never stopped learning by asking other modellers their 'tricks' and how they did it. That's the 'fun' of the hobby, you can learn so much about it at shows. Criticism can be displeasing and cause dejection.

As for 'specials', I agree with the editor that Brian Wells' articles on scratch building are good, brilliant in fact, and should be listed with some of the greats like the T-55/62 from Vasko Barbic, the 'Funnies', or Max Longhurst's articles on figure painting. The list is never ending, but in the end contributors to this magazine do a good job trying to keep so many of us happy with the sheer amount of subject matter available.

On a personal note, I've always tried to help those who have asked me, either at a show or at a Duxford, because we all have our special subjects and we all strive to be better each time we build a model.

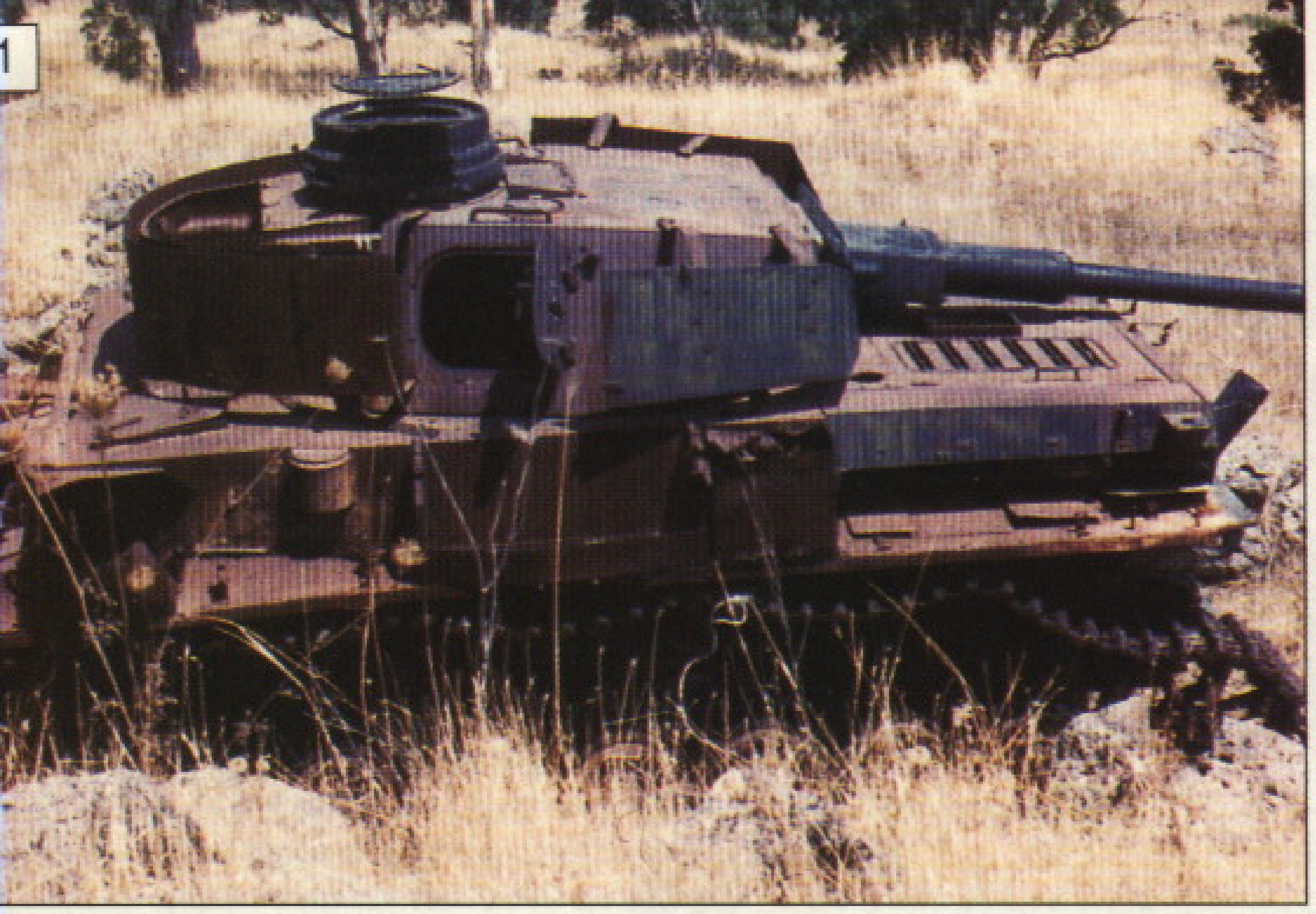
Well done for a good magazine, keep it up.

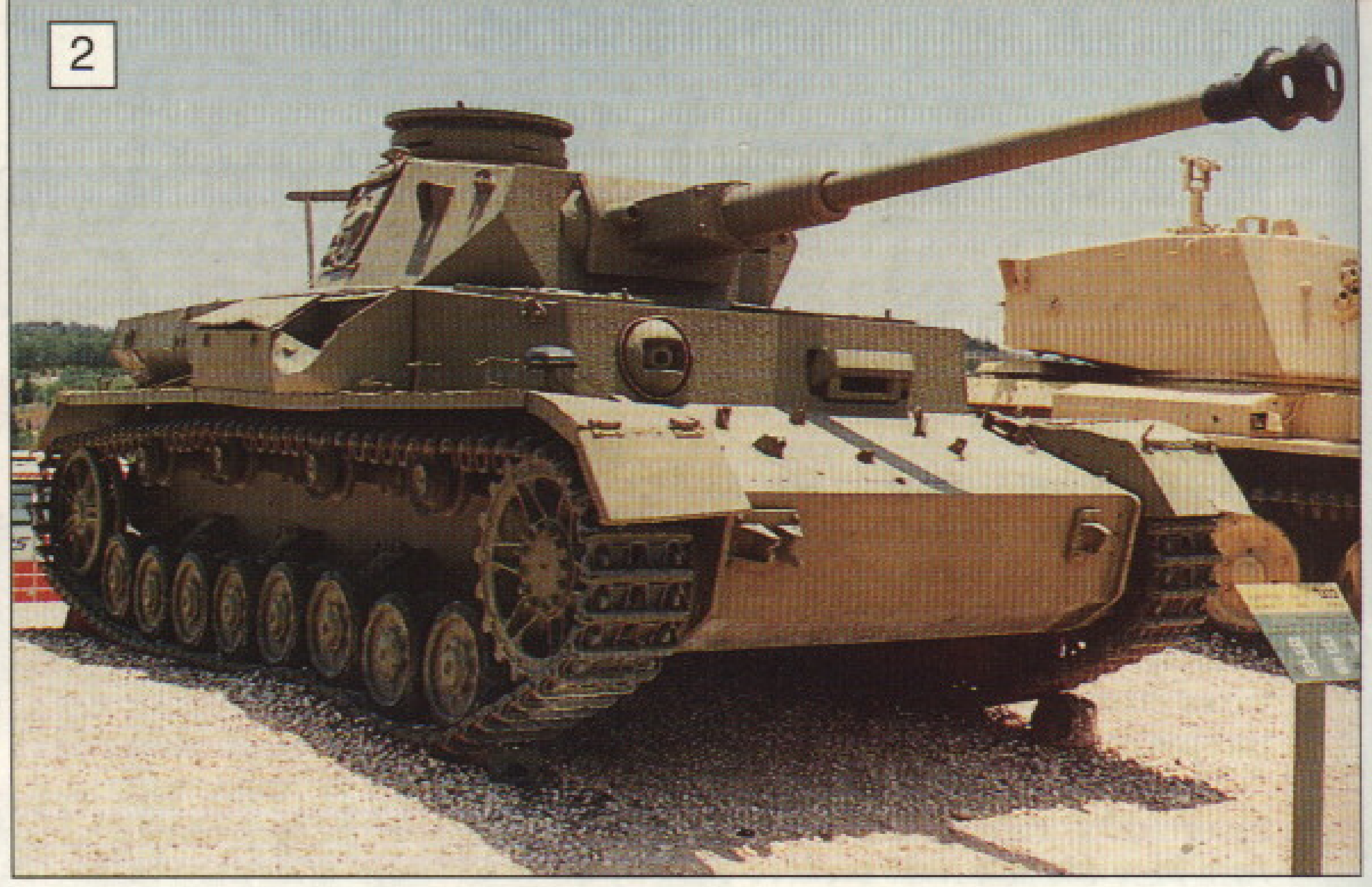
M.E. Orsbourn

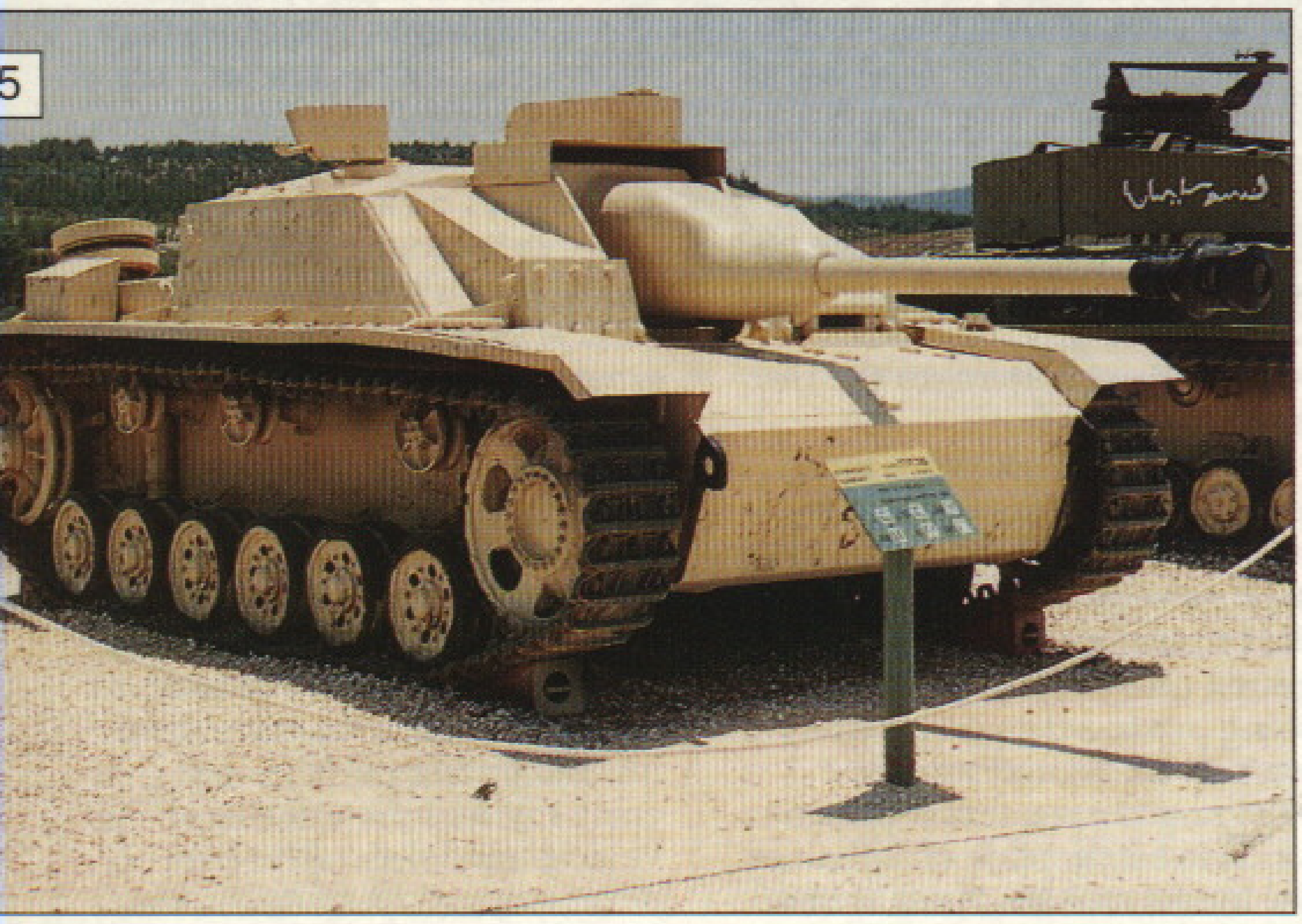
'CRIES FOR HELP'

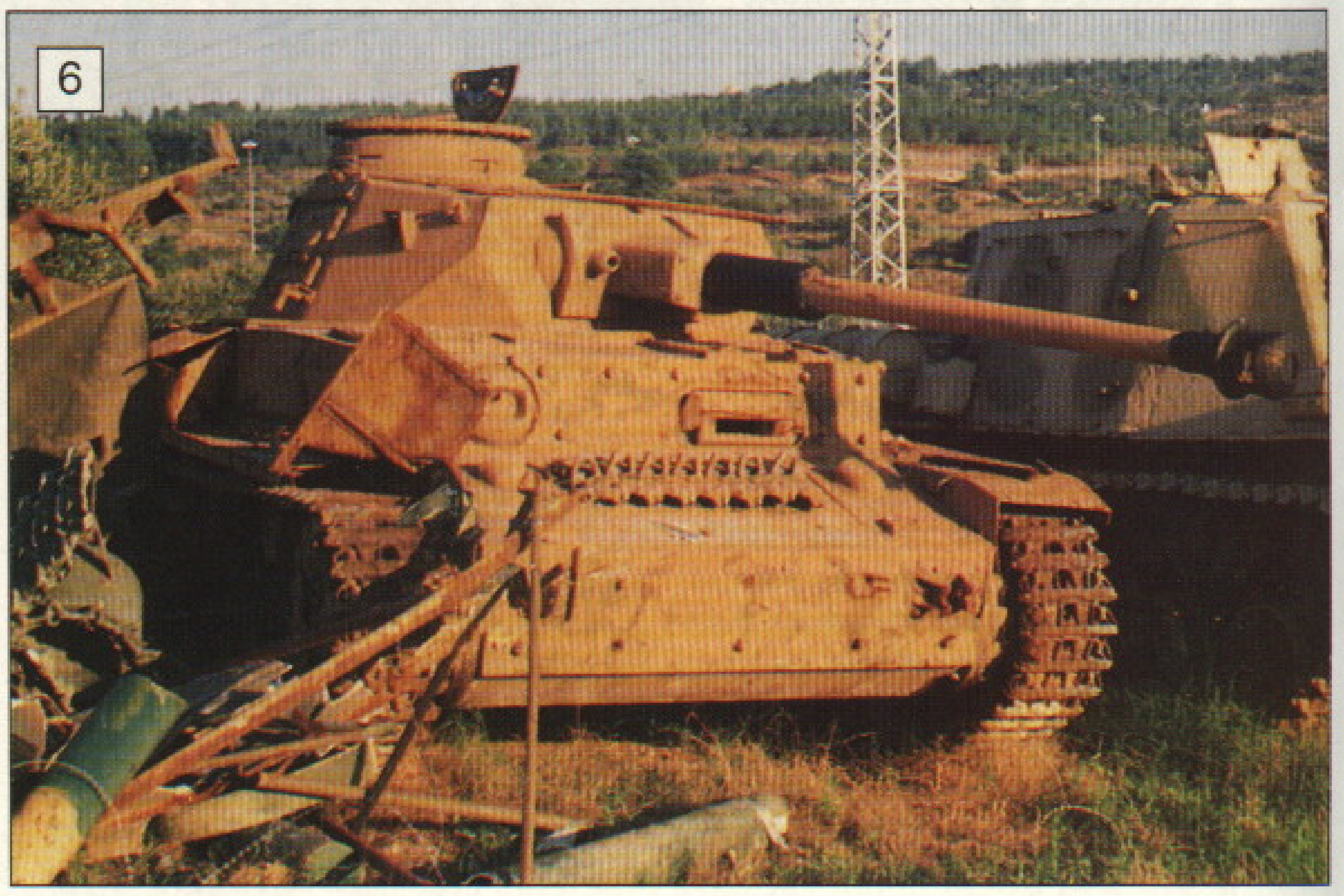
● Can anyone help me with what seems to be an uncovered subject. WWII German AFV tracks. From when were solid guide horns used from on the PzKpfw IV family? Were solid guide horns used on Panthers and if so from when?

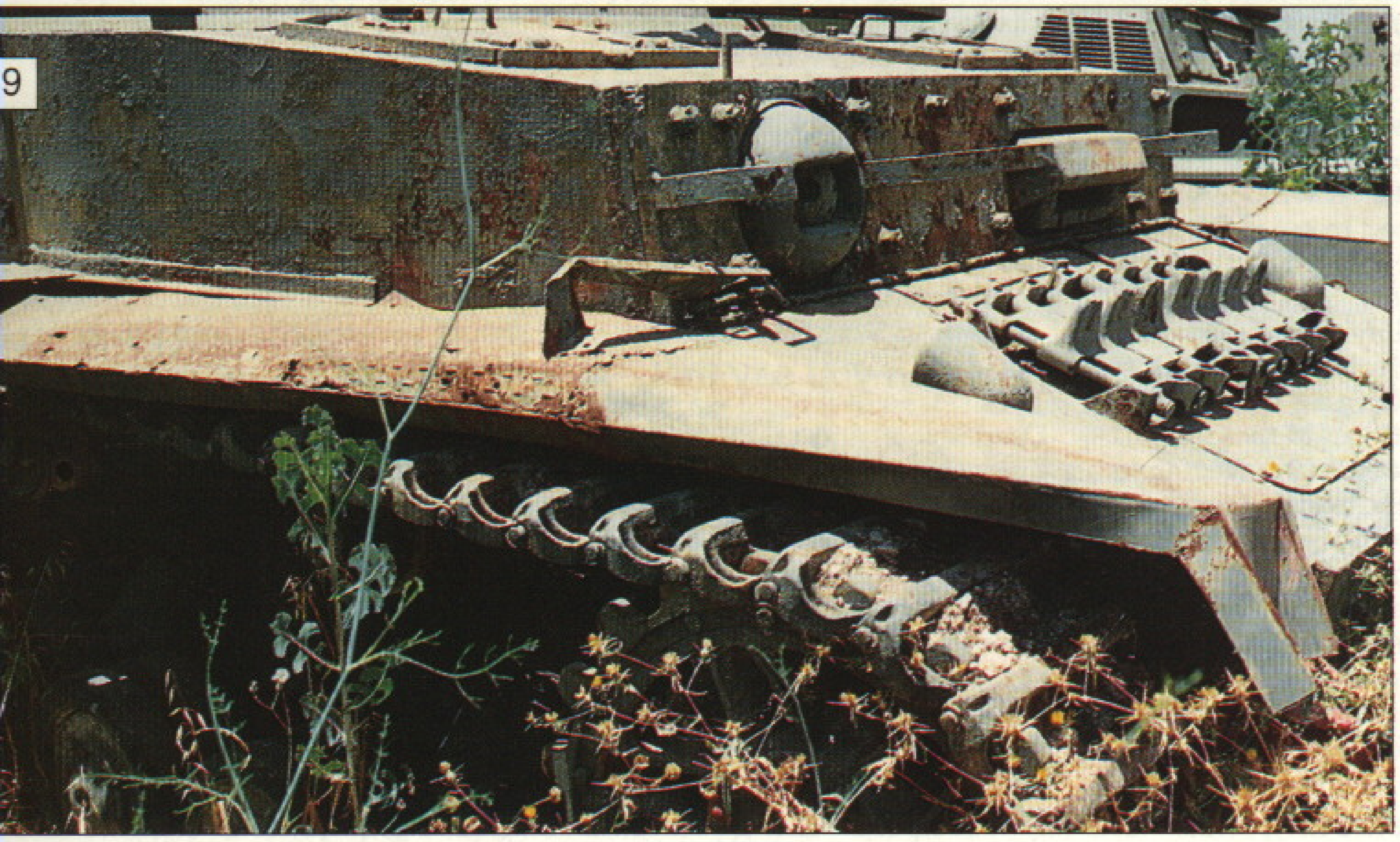
Alastair Macfarlane, 18D
Atholl Place, Stirling,
Scotland FK8 1SR.











1. Knocked out in the 1967 war, this PzKpfw IV is believed to be one of the vehicles rebuilt in and supplied by Czechoslovakia. It consists of an Ausf H chassis with 80mm vertical front armour and an Ausf D turret fitted with schürzen. Note the single access hatch on the turret side and the lack of the armoured ventilator cover on the roof. Souvenir-hunters have remove the muzzle brake from the end of the barrel. (Alessandro Demaria). **2.** *PzKpfw IV Ausf H, chassis number 84553 at Latrun, May 1993. Clearly visible is the additional antenna bracket on the turret rear and the antenna bracket on the turret side, steel return rollers and the Notek*

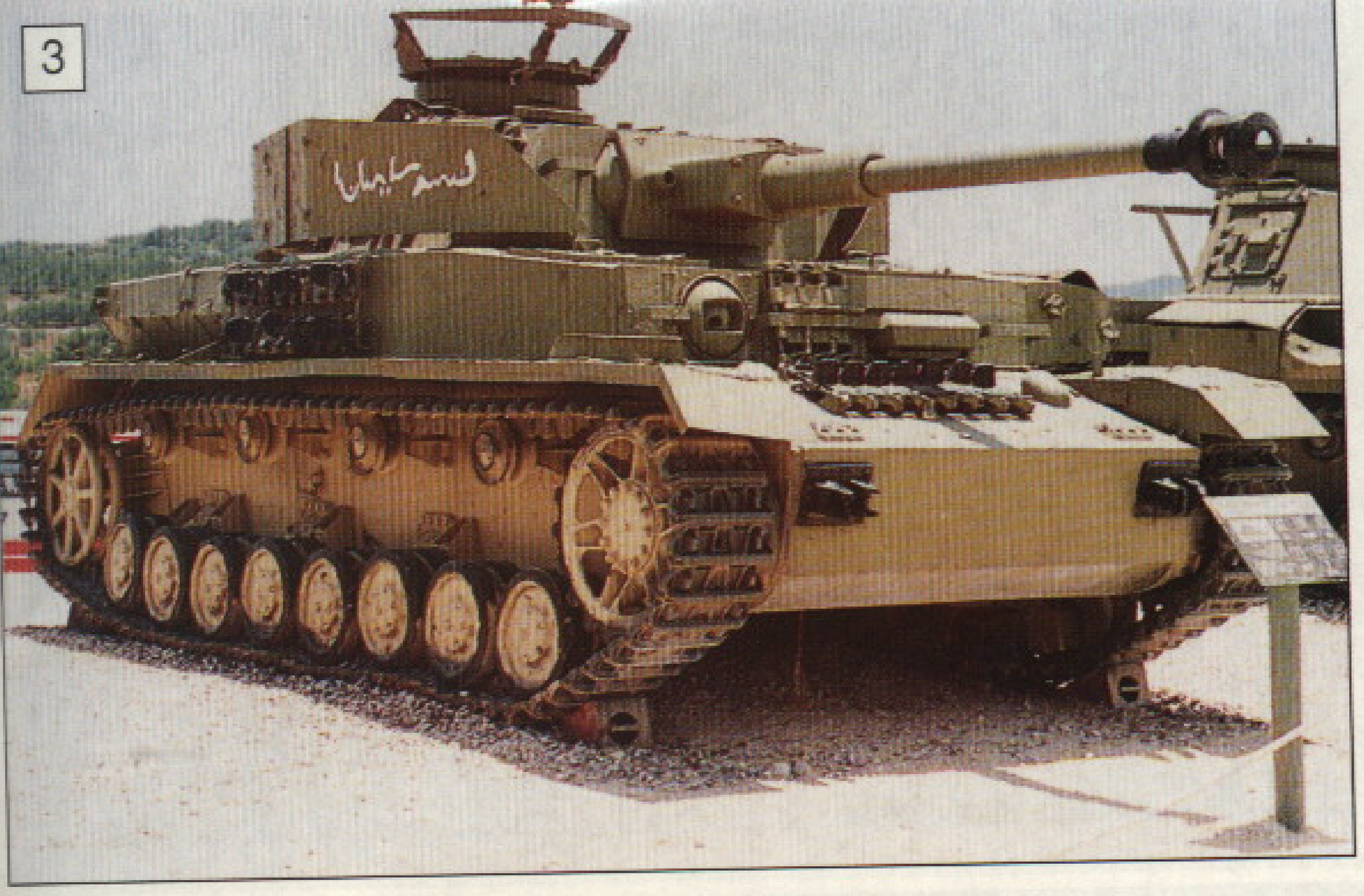
German armour in Israel

Bob Fleming on the Panzer trail in the Middle East

One of the more intriguing aspects of the story of German armour is the use by Syria of *PzKpfw IV*, *StuG III* and *Panzerjäger IV* and the fate of those captured by Israel. I became aware of the *PzKpfw IV* in Syrian Army service in the early 1970s when the magazine Armies and Weapons first appeared. In the first, (or was it the second issue?) there was an article on the Middle East wars and one of the. illustrations was a colour photograph of a *PzKpfw IV* knocked out on the Golan Heights.

Panzers in Golan! You cannot be serious?

I distinctly remember the owner of the local model shop and his friends solemnly declaring that no German tanks could possibly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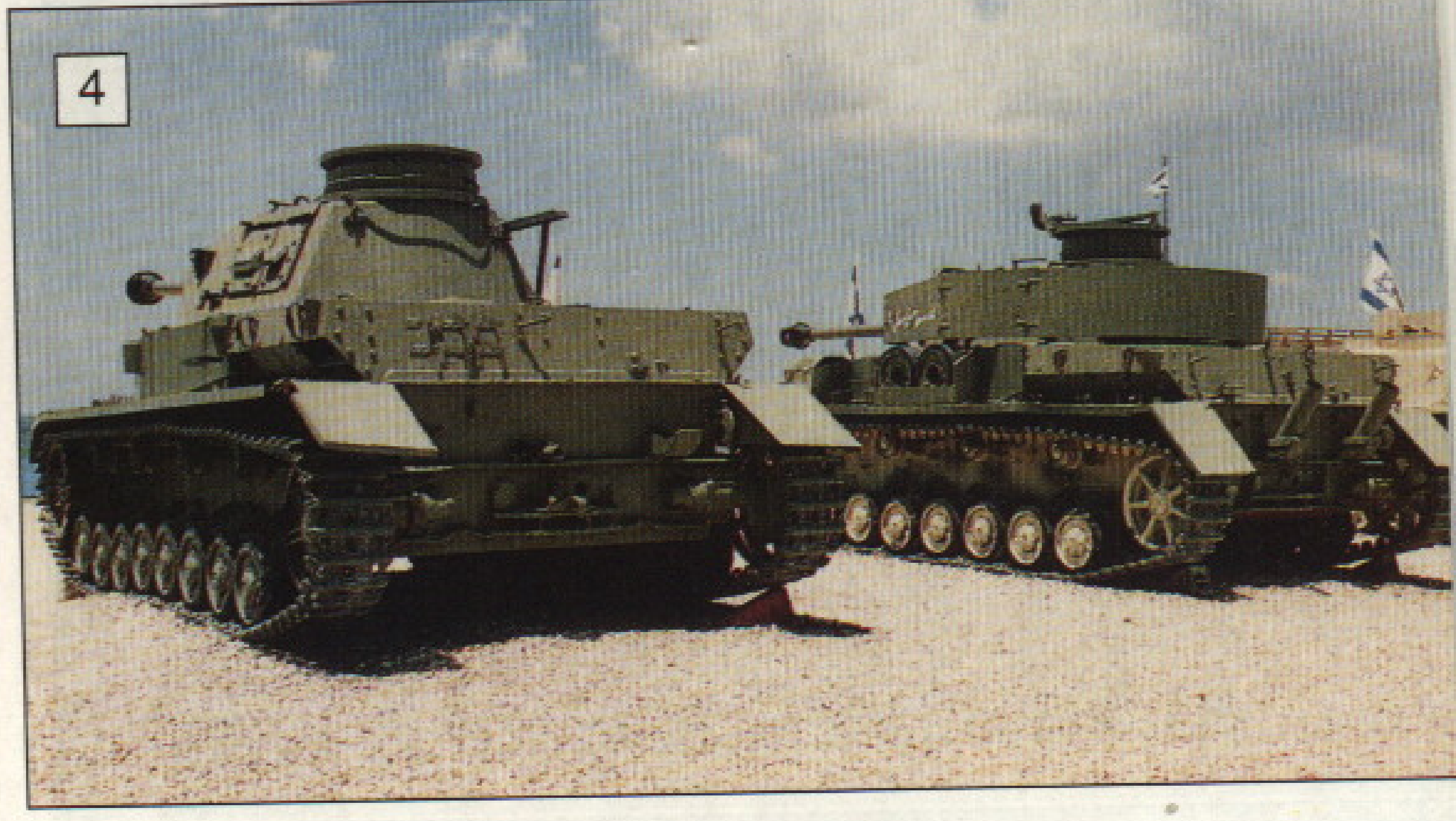
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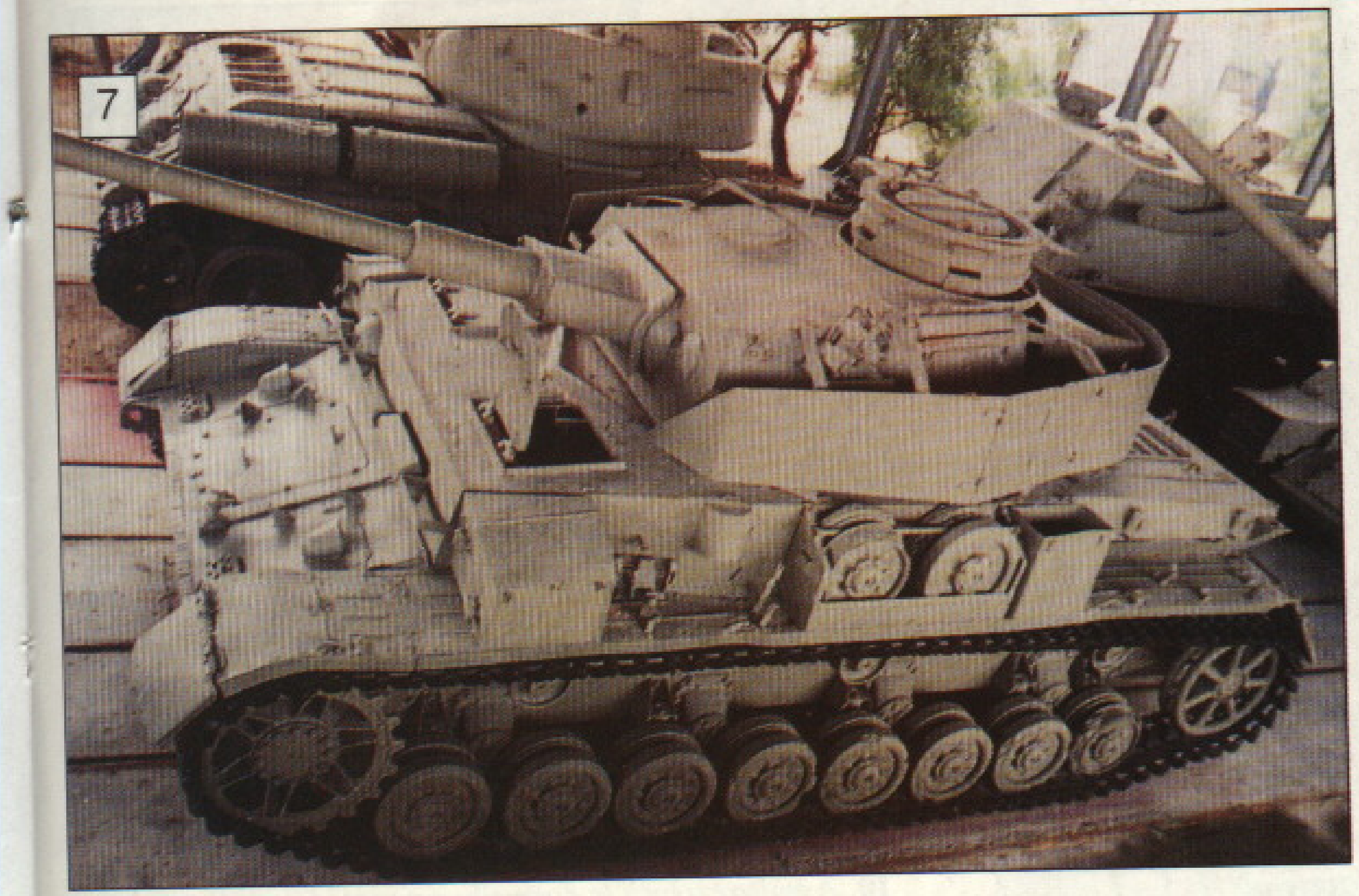
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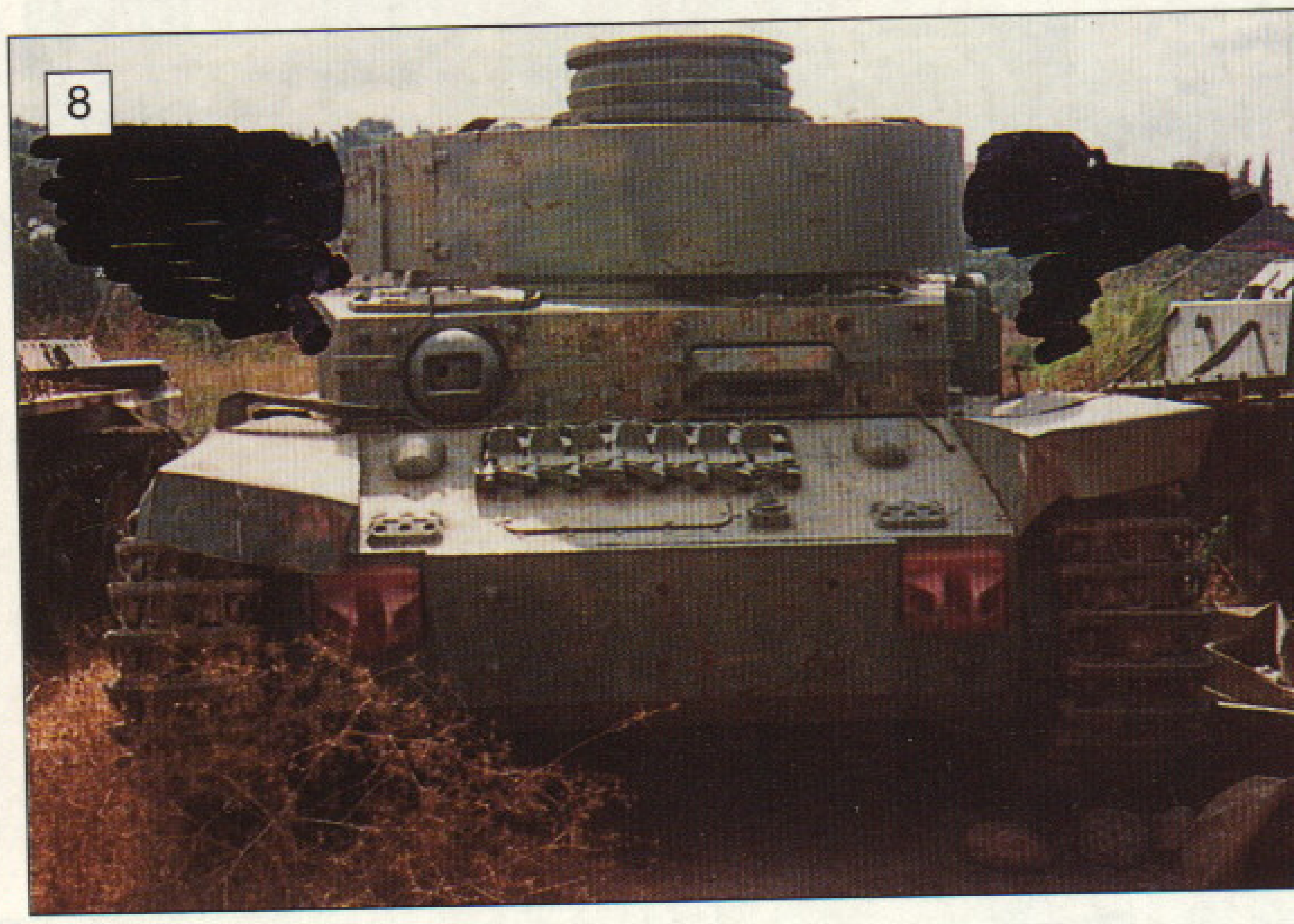
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lamp on the right hand trackguard, now missing. **3**. *This PzKpfw IV Ausf H, chassis number 84683, displayed at Latrun in May 1993 features schürzen armour around the turret and a complete mounting for the 12.7 mm AA machine-gun on the cupola, plus additional stowage boxes on the left-hand trackguard and spare track stowage on the right.* **4**. *A rear view of the two PzKpfw IV Ausf H on display at Latrun in May 1993, the vehicle on the right being fitted with vertical exhaust pipes, one for each bank of cylinders. Note how the turret armour completely alters the vehicle's appearance.* **5**. *A late model StuG III Ausf G simmers in the heat of the mid-day sun. Note the Rundumfeuer gun mount on the left, the additional cover over the saukopf mantlet and the heavy machine-gun shield behind.* **6**. *The latest PzKpfw IV to appear at Latrun, this Ausf G features 30mm appliqué armour bolted on the vertical front surfaces. The turret has an extra antenna base fitted on the side and lacks any of the fittings associated with Czech supplied vehicles. Note the bent trackguard, a feature of several Latrun Mark IVs. (Mark Hazzard).* **7**. *The very complete ex-Syrian PzKpfw IV Ausf J on display at Batei Haosef, Jaffa. Note the split cupola hatches, extra stowage bins, extra track stowage on the left hand side of the turret inside the schürzen and the Notek lamp fitting on the front of the upper glacis plate. (Mark Hazzard).*
8. *PzKpfw IV Ausf H, chassis number 85575, stored at Latrun in 1992. The turret is traversed to 5 o'clock and the background has been blacked out in an attempt to disguise the location.* **9**. *A clear view of the 30mm armour bolted to the driver's plate. Most, but not all ex-Syrian Mark IVs had steel bar welded to the bolt-on armour so that track links could be utilised for extra protection. The front trackguards have been damaged beyond repair at some stage and have been replaced with fabricated steel copies. Note the damaged, but original, track guard support bracket and the spare track stowage on the upper glacis plate.*

have been used on the Golan and that the photograph had been taken on the Russian front. All this despite the fact the picture was in colour a d there was an inscription in Arabic across the turret. There was no way I could prove my case as in those days. There were only a handful of armour related books on the market unlike the abundance available to today's modellers, (you lucky people!) I believe that the markings on this vehicle were later available on an Almark transfer sheet and somewhere in my loft I think I have an example of this sheet and the aforementioned issue of Armies and Weapons.

Captured!

Over the years, photographs of captured Syrian *PzKpfw IV*s and *StuG III*s have appeared in various publications, but details of where and when they were captured are few. There is a poor photograph of three *PzKpfw IV*s (all with turret *schürzen*) abandoned on a roadside in Vol.12 No.4 of *AFV News*. Recent articles on the subject* state that *Hummel* SPGs were obtained from France and that six *StuG III* plus 17 *Panzer IV/70* were delivered from Spain in 1963. Another source claims that Syria took delivery of approximately 50 *PzKpfw IV*, 17 of which came from Spain with the remainder being supplied by Czechoslovakia during the late 1950s.

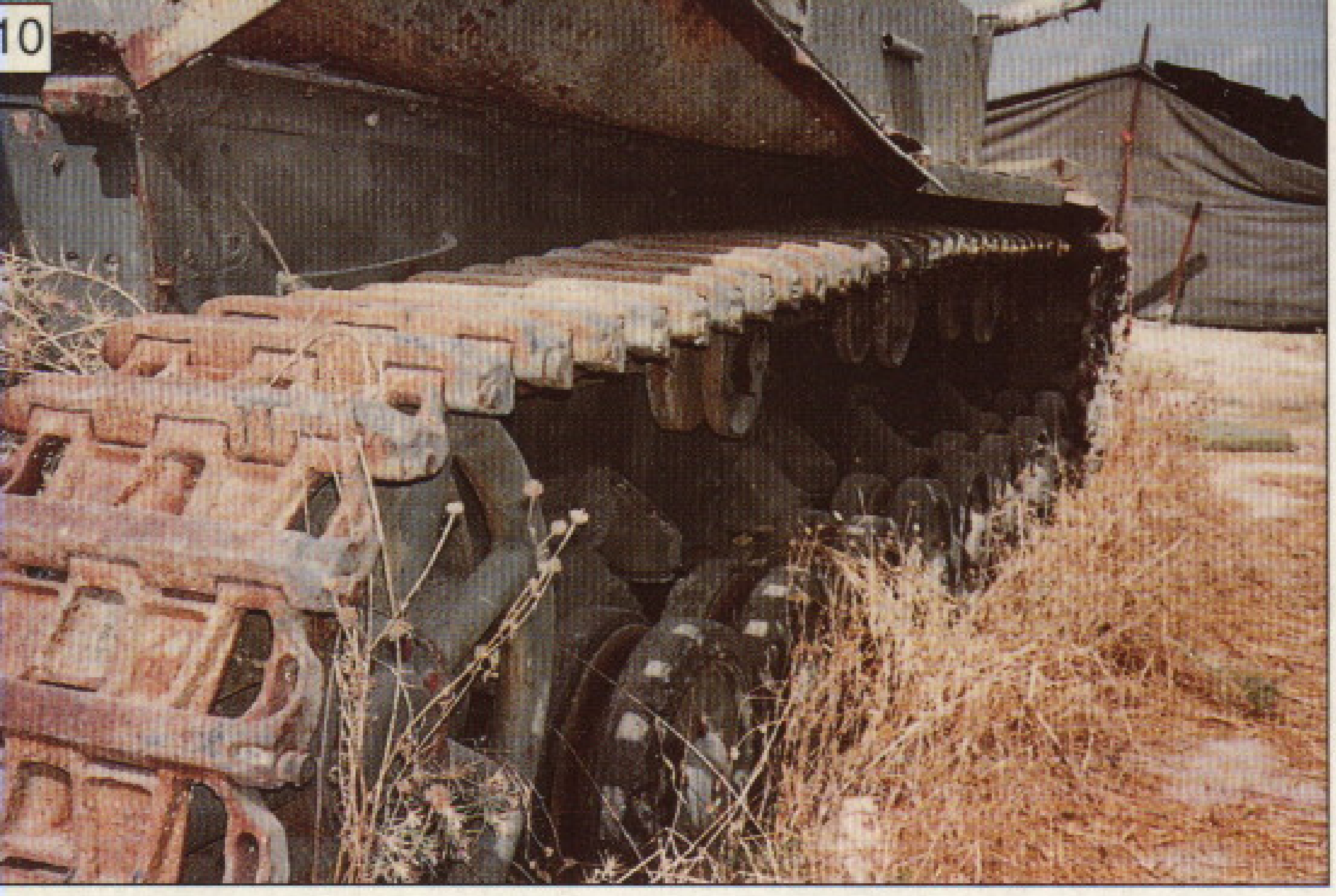
Post-war rebuilds

These *PzKpfw IV* would appear to have been rebuilt post war as they exhibit a mixture of features of the various *Ausfürungen*. However, an unknown number of rebuilt *PzKpfw IV* and *StuG III* could have been supplied by France as is evidenced from 'MADE IN FRANCE' on the rubber tyres of road wheels. Although French factories produced over 50% of all *PzKpfw IV* track, for example, this does not mean the complete vehicles came from French stocks!

The Czech-supplied vehicles are easily recognised by the addition of brackets for spare track on the driver's front plate and on the turret. Additional stowage bins can be found on the trackguards on either side of the front upper hull and alongside the crew stations, but no two vehicles are exactly the same. All feature split cupola hatches which were rare on the *Ausf H*, but these must have been post-war modifications as even the *Ausf J* has them fitted.

Survivors

A number of the vehicles captured by Israel have survived and are on display at the IDF Armoured Corps Museum at Latrun and the Batei Haosef in Jaffa. However, several vehicles still remain on the Golan Heights where they were knocked out in 1967. As this is a very sensitive area (even more so now the Israeli government has reneged on promises to negotiate the return of the Heights to Syria), access to the region is severely restricted. It is rumoured that more examples have survived, but at the time of writing, December 1996, these rumours have yet to be confirmed although several examples exist within Syria.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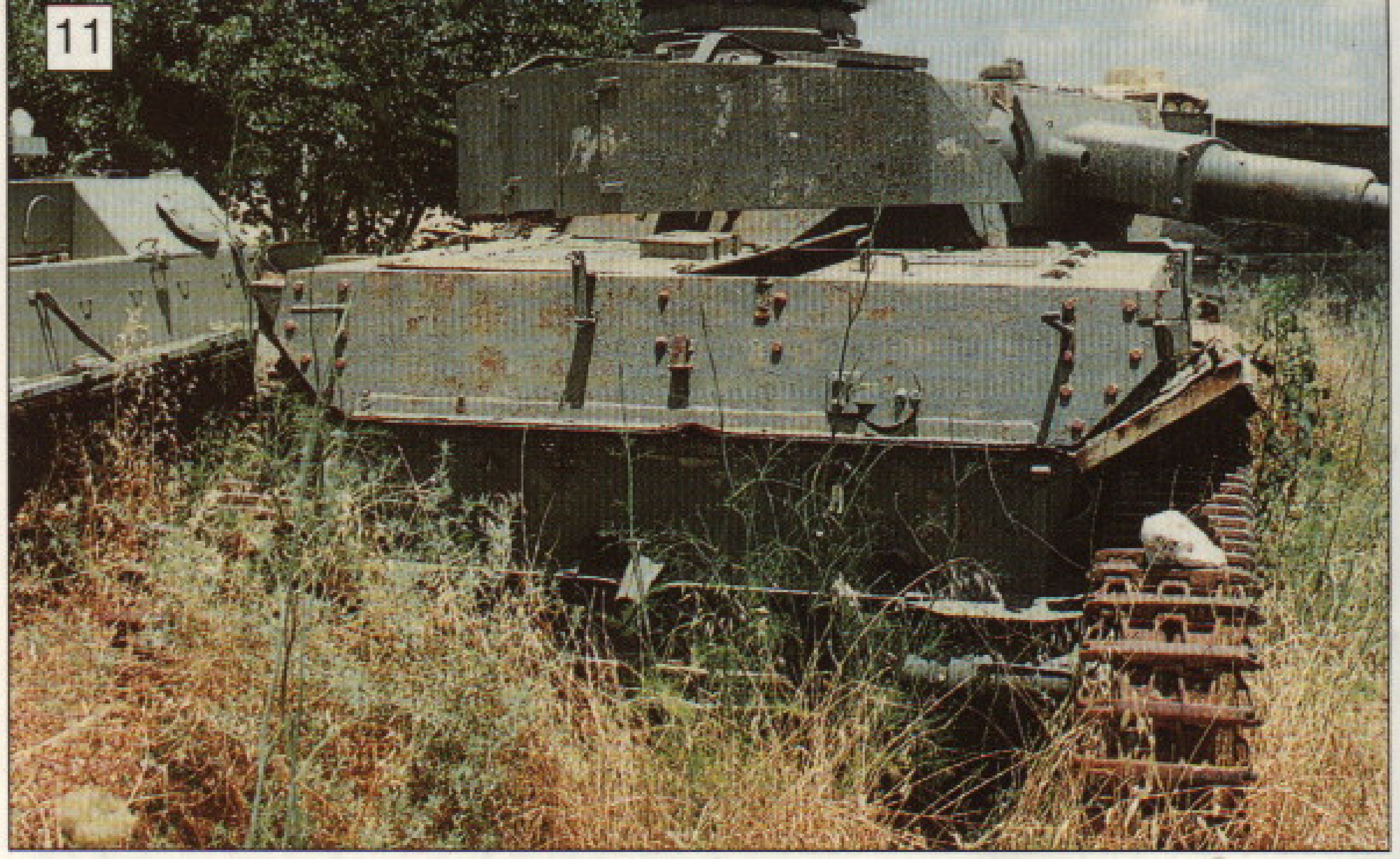
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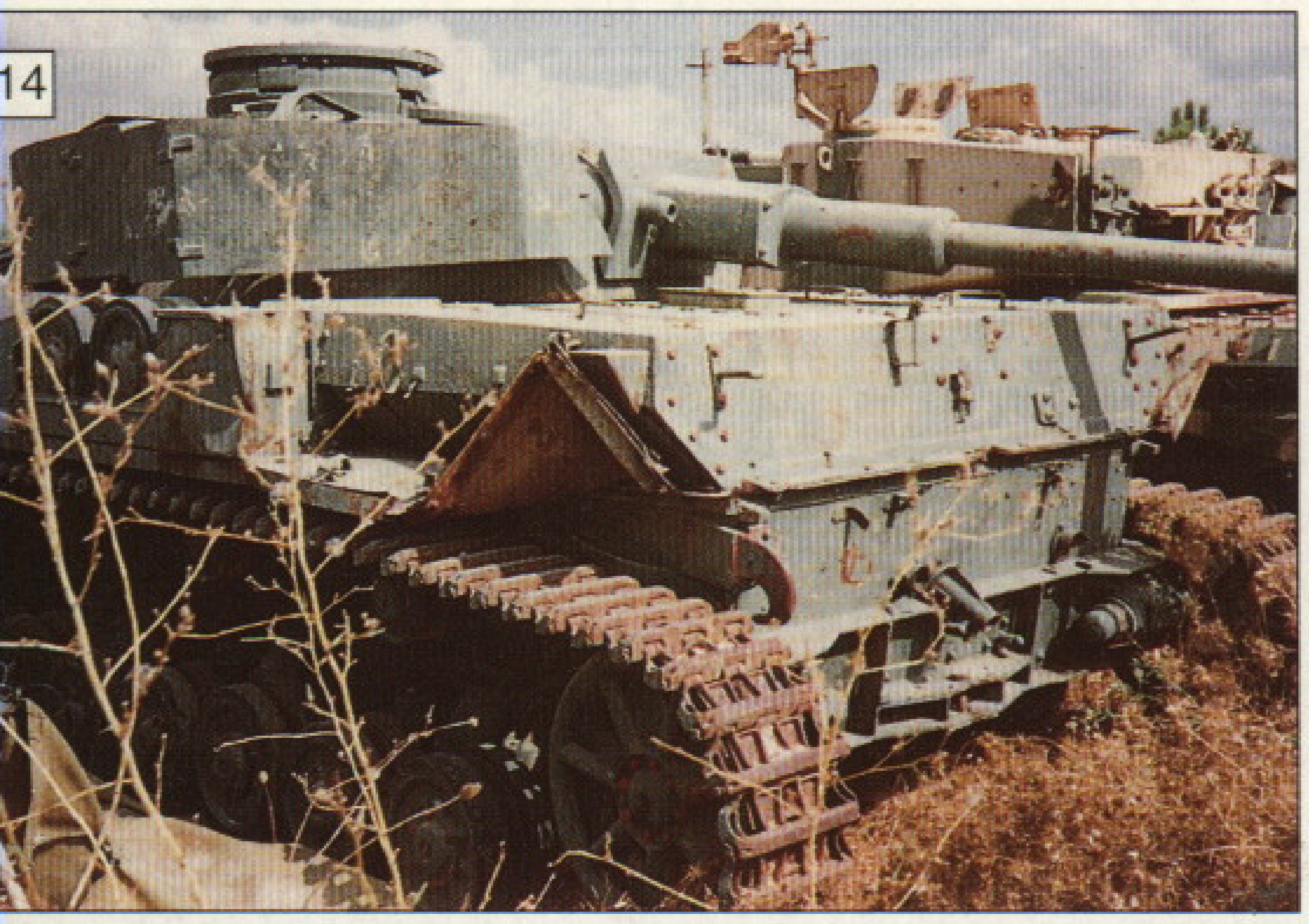
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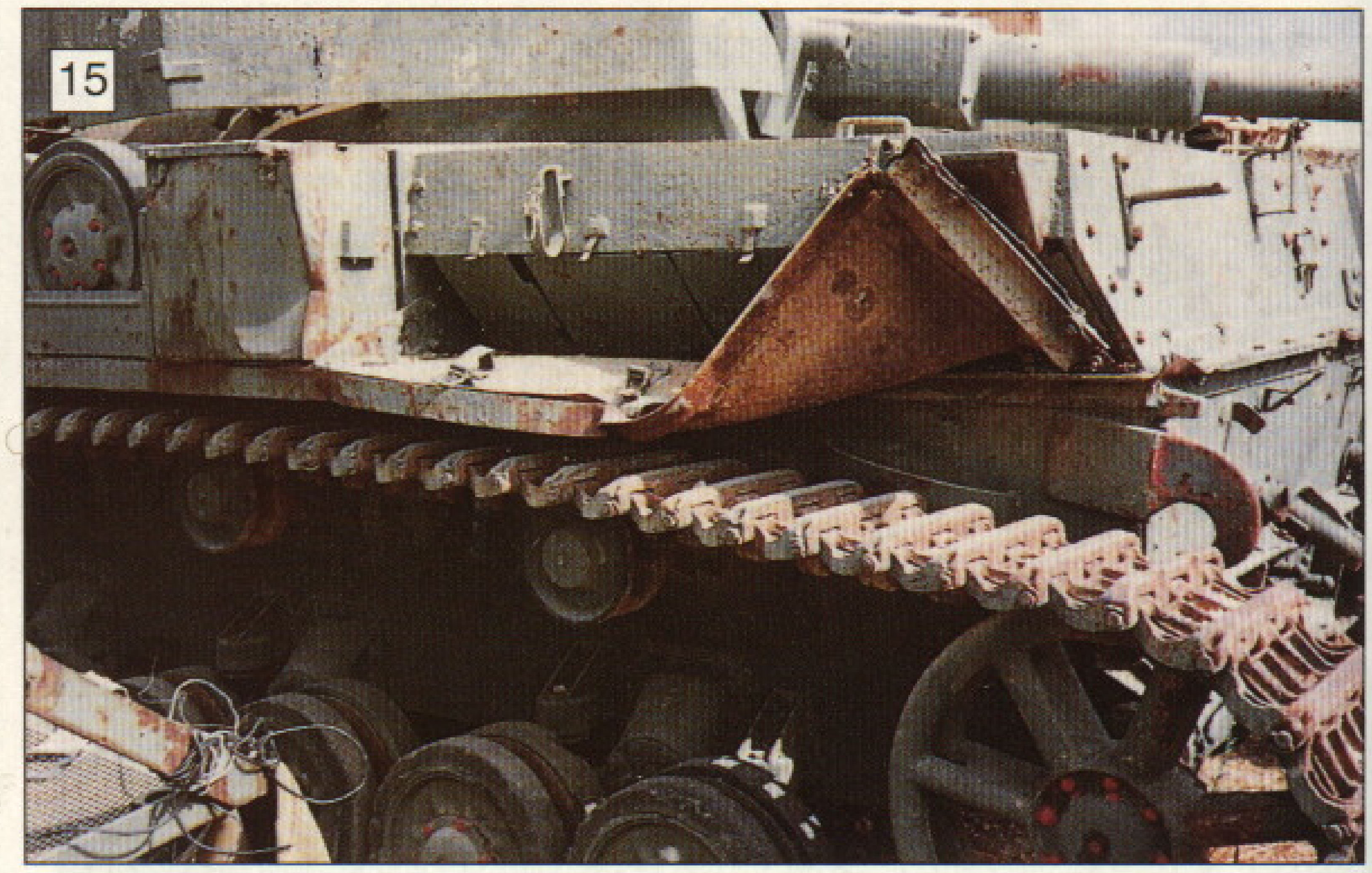
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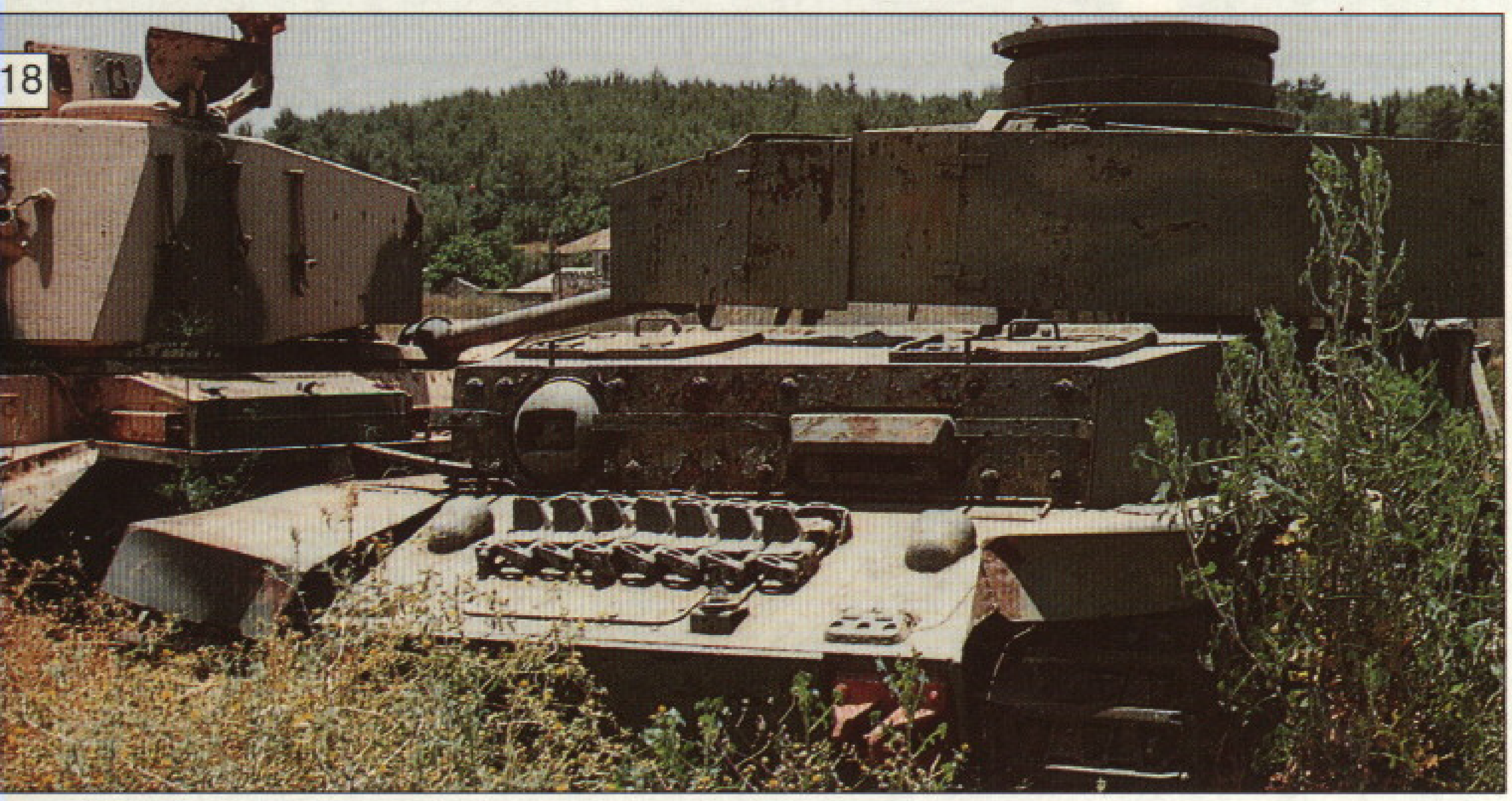
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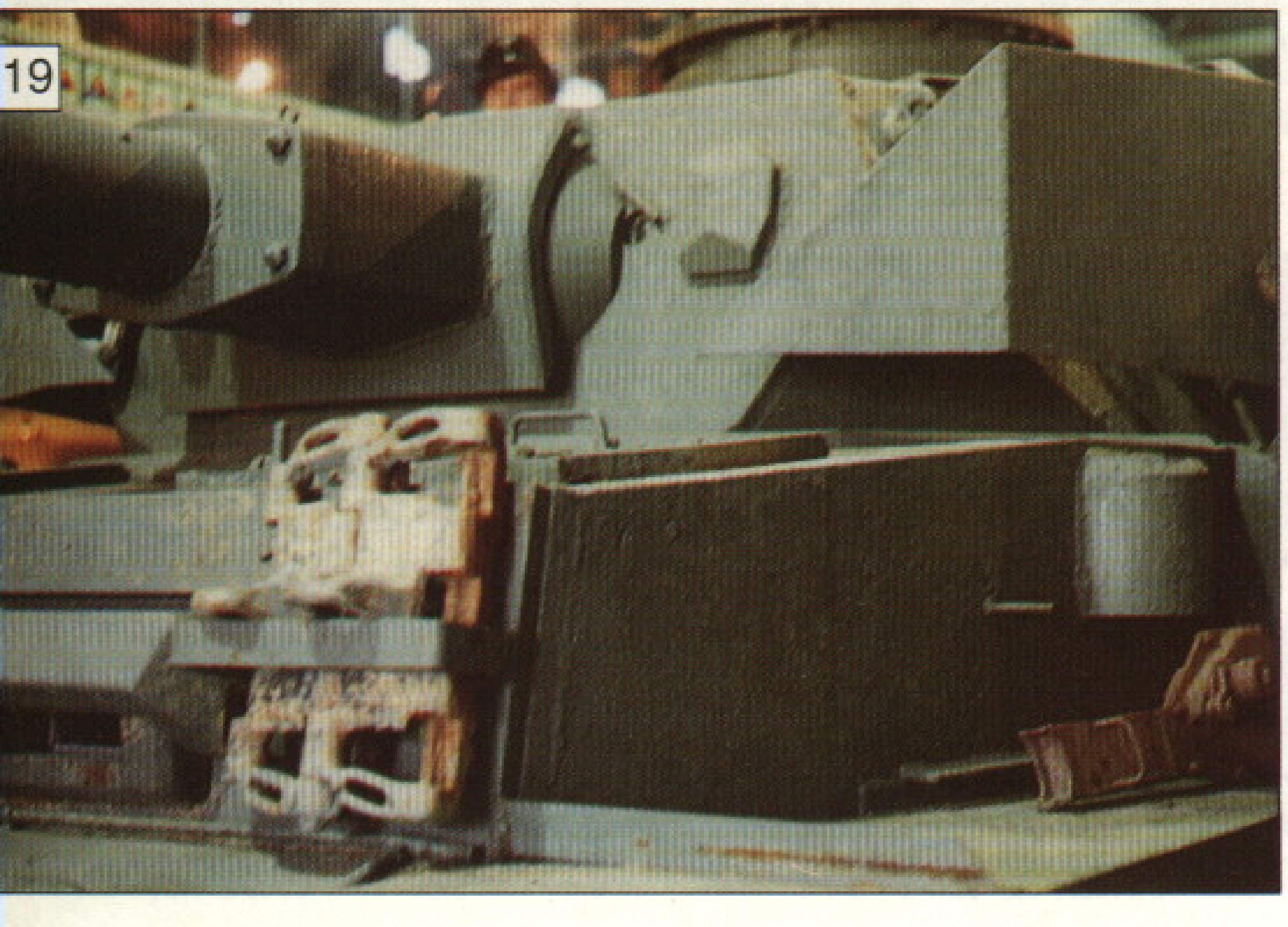
__10__. A feature which is normally associated with Russian tanks can also be found on late production German vehicles. The damage to the rear track guard uncovers a rarely seen feature; the curved steel plate welded to the hull side which pushes loose track pins back into the tracklinks. The rear tow hook fitting has been wrenched off the hull as evinced by the remains of the bolts still in the hull. __11__. Although the undergrowth obscures much of the lower rear hull detail, the two steel bars around which the tow rope is slung are visible at either end of the rear plate, as is the circular access cover. At one time, the turret schürzen carried some tactical markings which, from close examination of the photographs, may have been 21 with a broad white stripe on either side, __12__. Not only are the rear trackguards damaged, the complete exhaust system is missing although the two steel bars around which the tow rope is slung are visible at either end of the rear plate as is the circular access cover. __13__. A close-up of the rear plate; note the missing exhaust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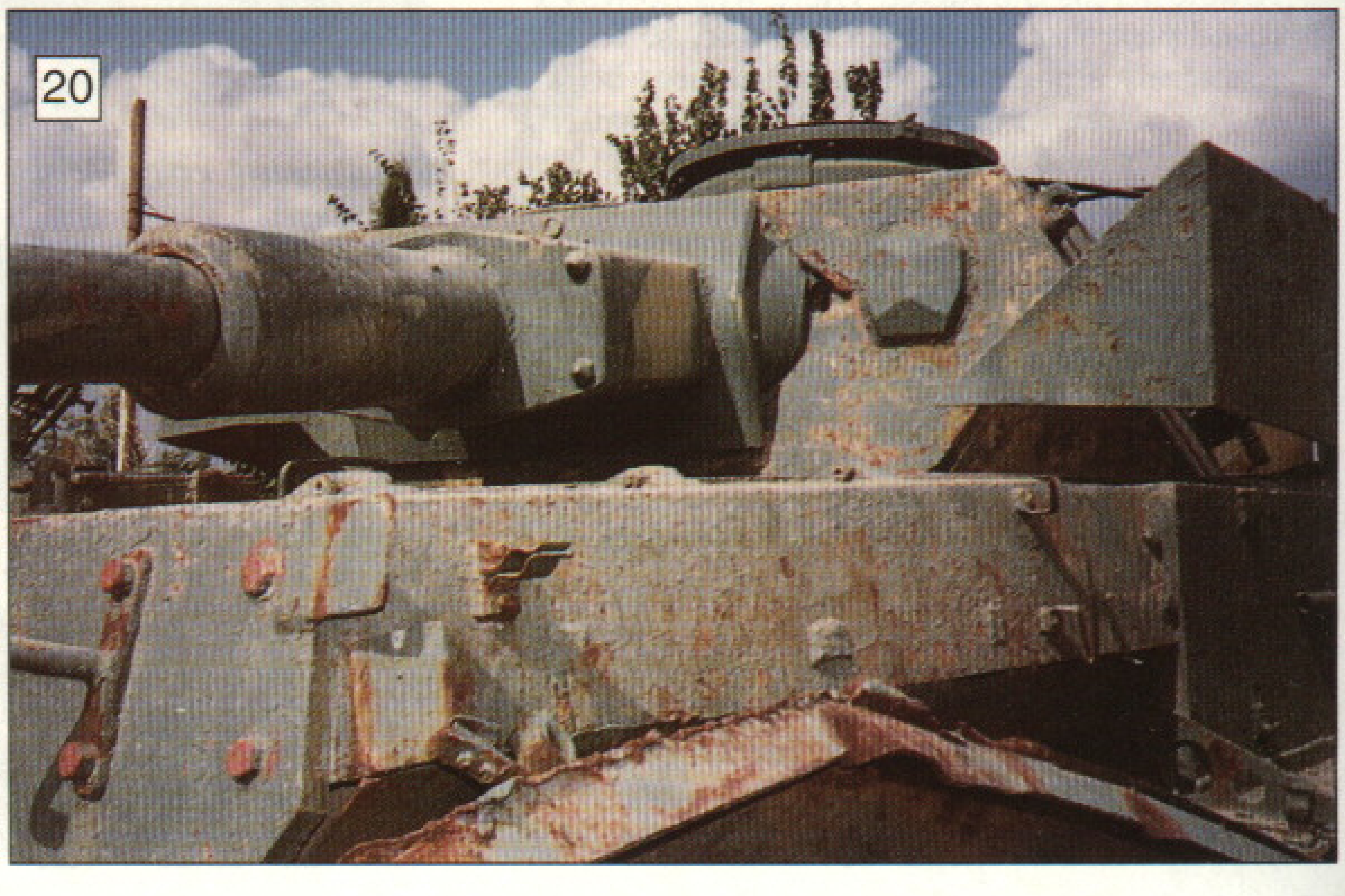
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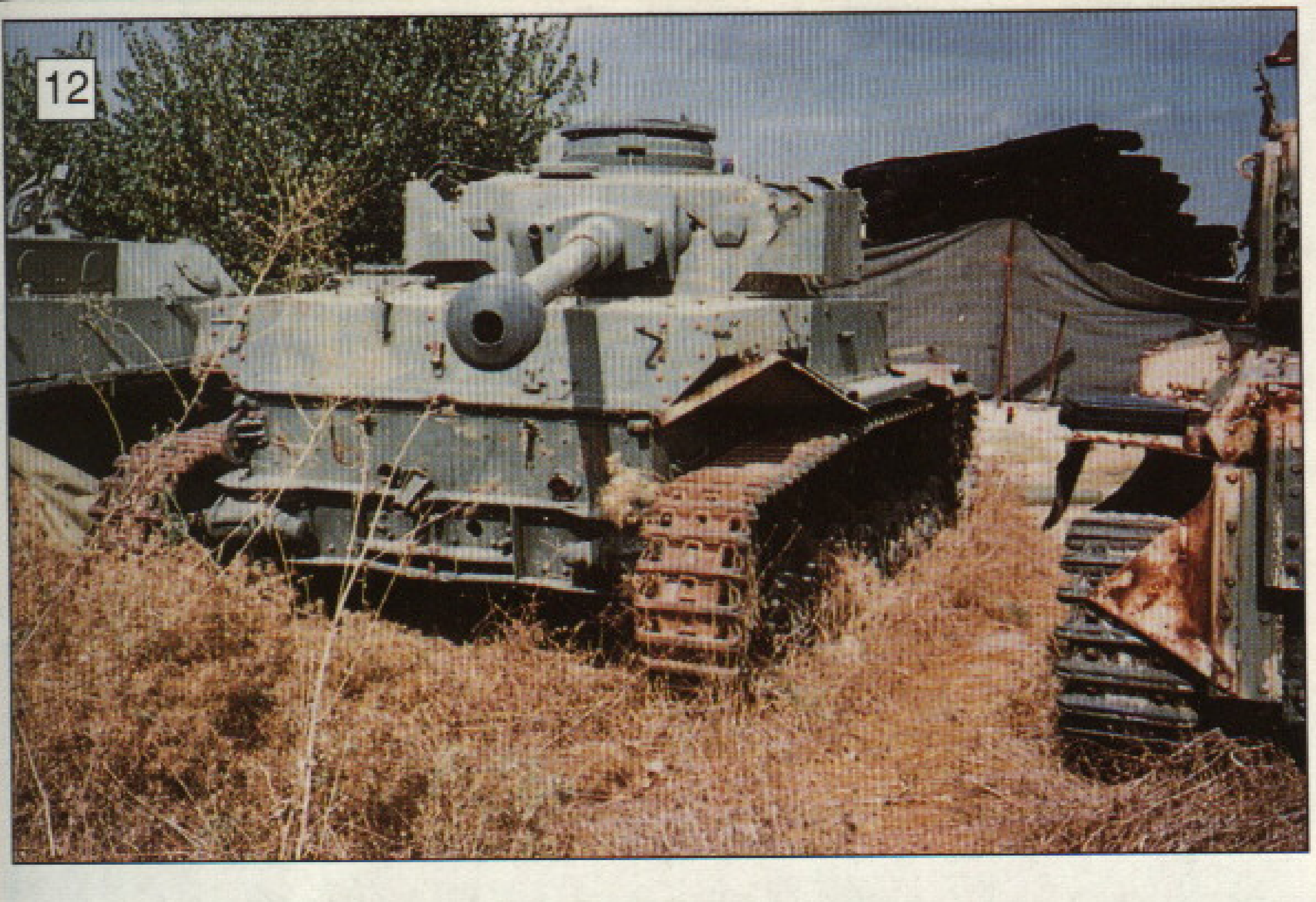
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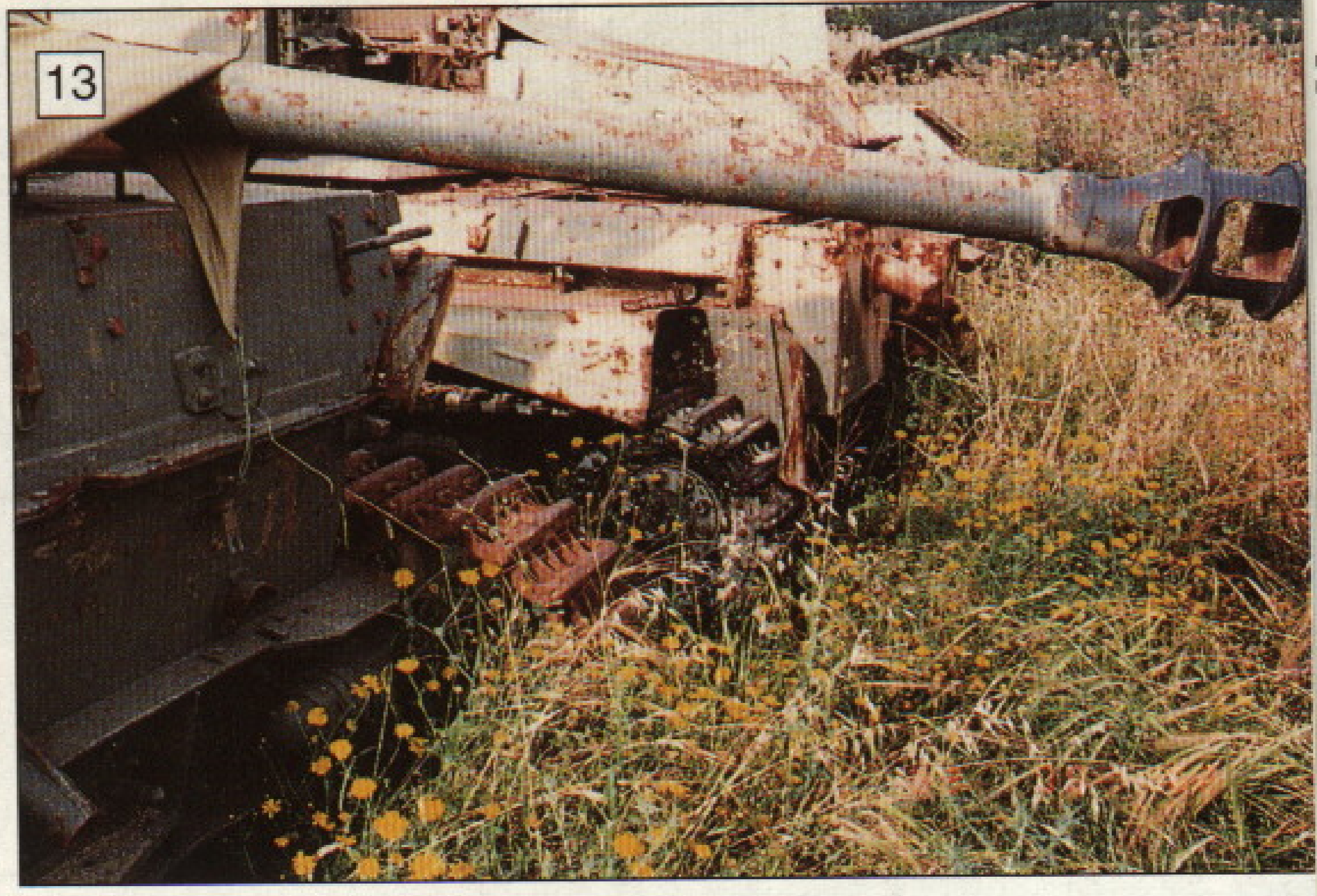
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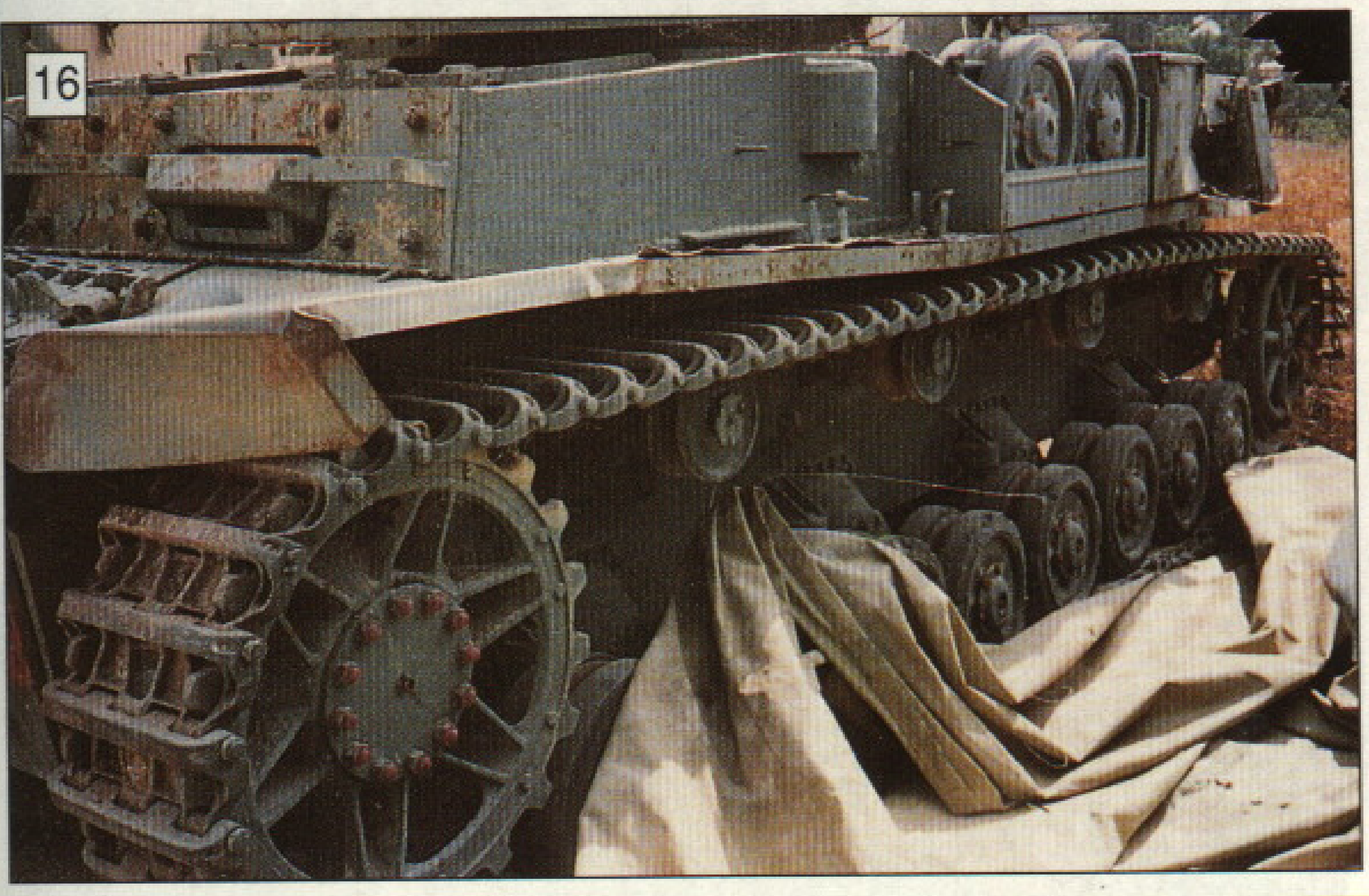
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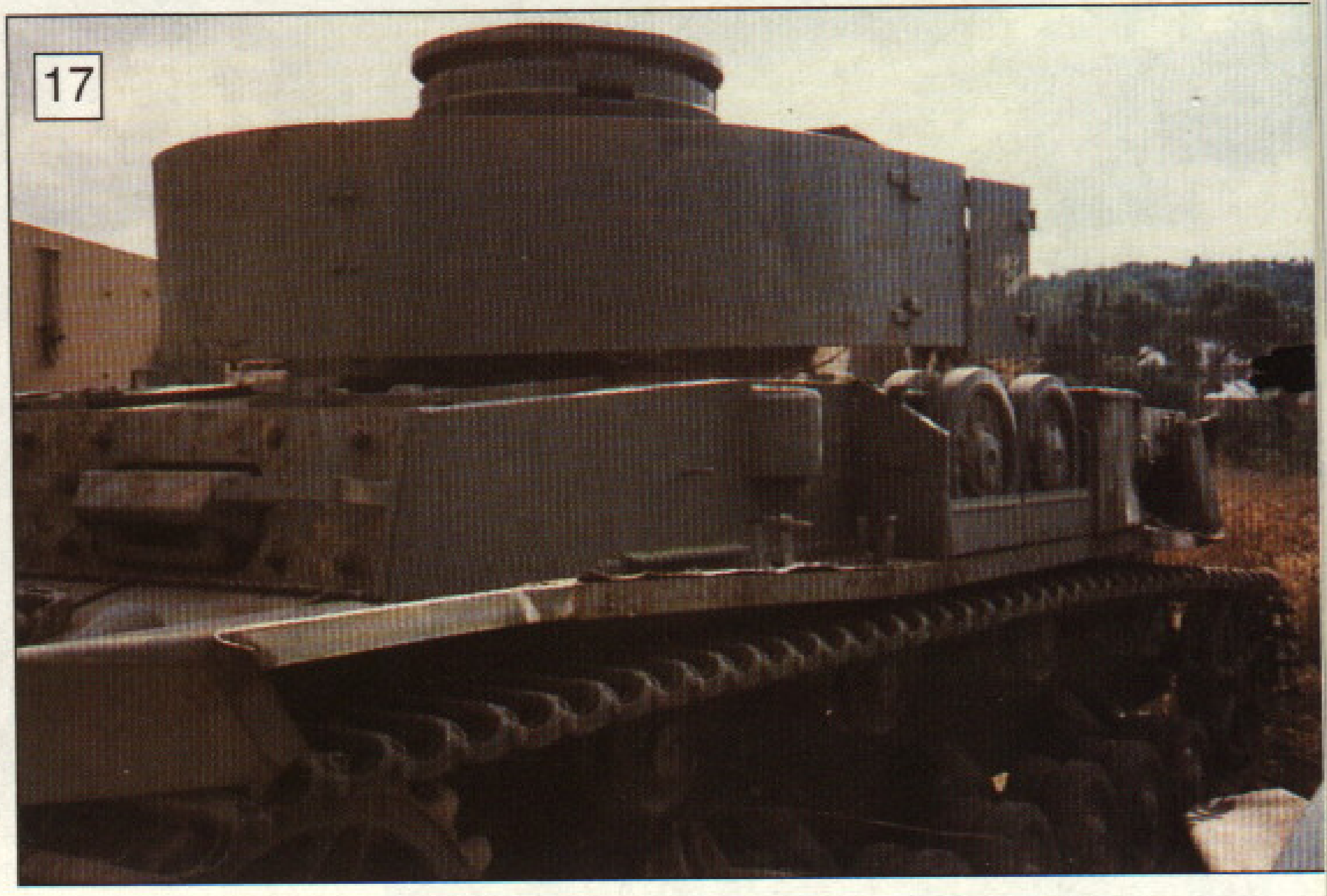
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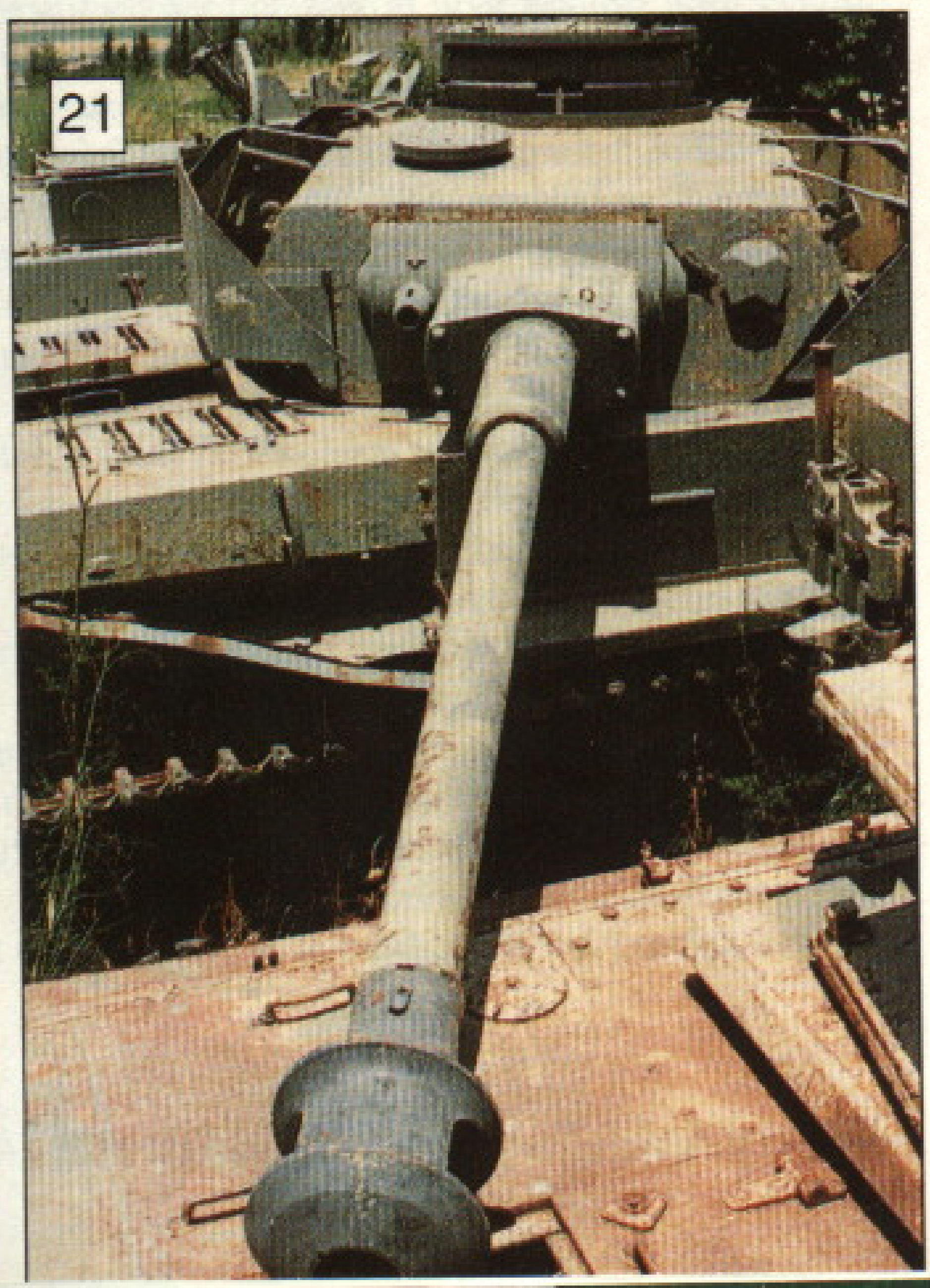
silencer box, and the position of the various clips and fittings. **14.** *A feature of the Ausf H was the removal of the radio antenna from the right hand upper hull to the left hand rear corner of the engine deck. The damaged track guard reveals clearly the shape of the rear tow hook. n this Mark IV, the brackets for the tow rope are located at each end of the rear plate; on some vehicles, the brackets are closer extending over only half the rear deck.* **15.** *An unusual view of the rear left hand corner of the hull. Clearly visible is the fabricated tow hook and track pin push bar, the radio antenna base support, barrel cleaning rod clips, engine bay air inlet covers and their retaining clips, additional stowage box alongside the spare-wheel carrier, tubular rear idler and steel return rollers.* **16.** *Despite the front track guards being replaced by sheet steel fabrications, these too have been damaged during transport of the Mark IV. The additional bolt-on 30mm armour front plate is evident as are the steel return rollers. An interesting point to note is that the tracks are upside down and that the pin in the 11 o'clock position has been inserted the wrong way round.* **17.** *The turret schürzen completely alters the appearance of the PzKpfw IV, especially when traversed to the rear of the hull. This ex-Czech vehicle is missing the stowage box alongside the driver's position.* **18.** *The PzKpfw IV Ausf H sits quietly in the mid-day sun while its fate is debated by representatives from museums world-wide. This particular vehicle has a Notek lamp fitting on the upper glacis plate, a feature sometimes seen on Czech supplied Mark IVs. There is no evidence of markings on this side of the turret.* **19.** *In 1995, the fate of Mark IV 85575 was settled and it went, (not surprisingly), to the American Armour Foundation Inc., at Ronkonkoma, New Jersey as part of their extensive collection of AFVs and artillery. Although the trackguards appear to have been repaired, the jack stowage brackets have mysteriously disappeared. The use of spare track links as additional armour is well-illustrated. As the only ex-Syrian PzKpfw IV outside the Middle East, it would be nice to see it displayed in Syrian markings. (W.J. Gasser, AAF).* **20.** *A detail view of the right hand corner of the hull. Two small square plates have been welded at the corner whose purpose is as yet unknown. As the fitting for the spade is non-standard, the upper plate could be to prevent the handle from moving backwards. Note the rain cover over the sight aperture in the turret front plate.* **21.** *The turret schürzen on this example is not symmetrical; the front support bracket is missing and the schürzen armour has been welded to the spare track support bracket.*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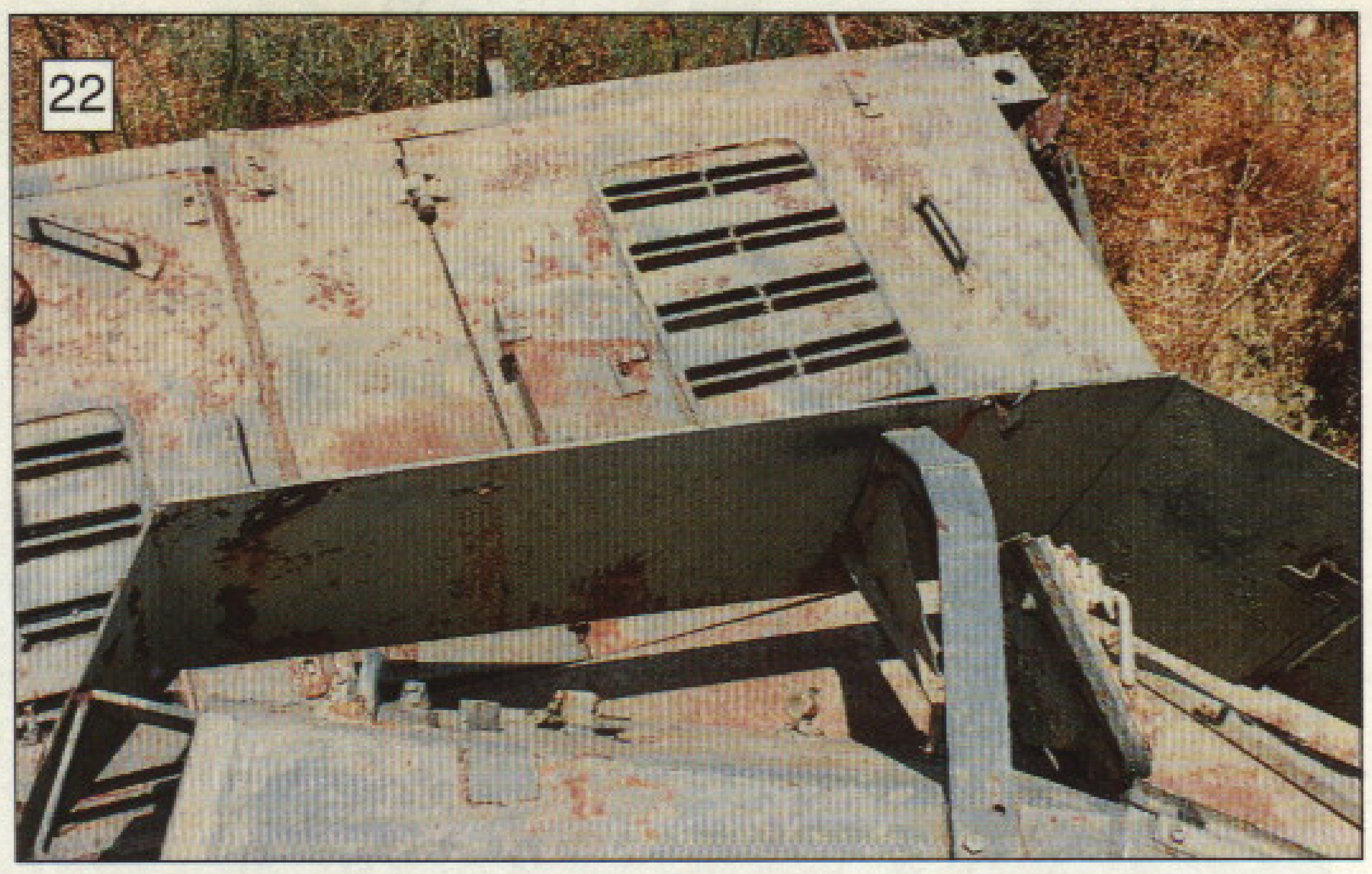
Battlefield remains

Knocked out in the 1967 war, the *PzKpfw IV* Tel El Aziziat is believed to be one of the vehicles supplied by Czechoslovakia and consists of an *Ausf H* chassis (chassis number 87581) and an *Ausf D* turret fitted, with *schürzen.* Although the vehicle looks intact, an internal explosion has lifted the hull top plate. The cupola lacks the addition of the ring upon which the AA machine-gun mount is fixed and souvenir hunters have removed the muzzle brake.

One of the remains of two German vehicles destroyed at Nuheillah during an engagement in the 'Water War' in March 1965, the late model *StuG III Ausf G* (with side opening loader's hatches and *Rundumfeuer* gun mount) is parked behind a berm which failed to protect it from four hits on and around the mantlet. The ammunition exploded, one round leaving an exit hole in the roof armour over the driver's head. The cupola is fitted with an AA machine-gun mount, but although burned out, the *StuG* is basically complete, unlike the *PzKpfw IV* which suffered a massive internal explosion blowing the turret to pieces. The remaining parts of the turret have been piled onto the hull with the 7.5cm *KwK 40* main armament lying alongside. The right hand track is about 15 metres away suggesting that the remains have been moved from the point where the vehicle was knocked out. There are traces of zimmerit on this hull unlike the example at Tel El Aziziat and photographic evidence suggests this may be a Spanish-supplied vehicle.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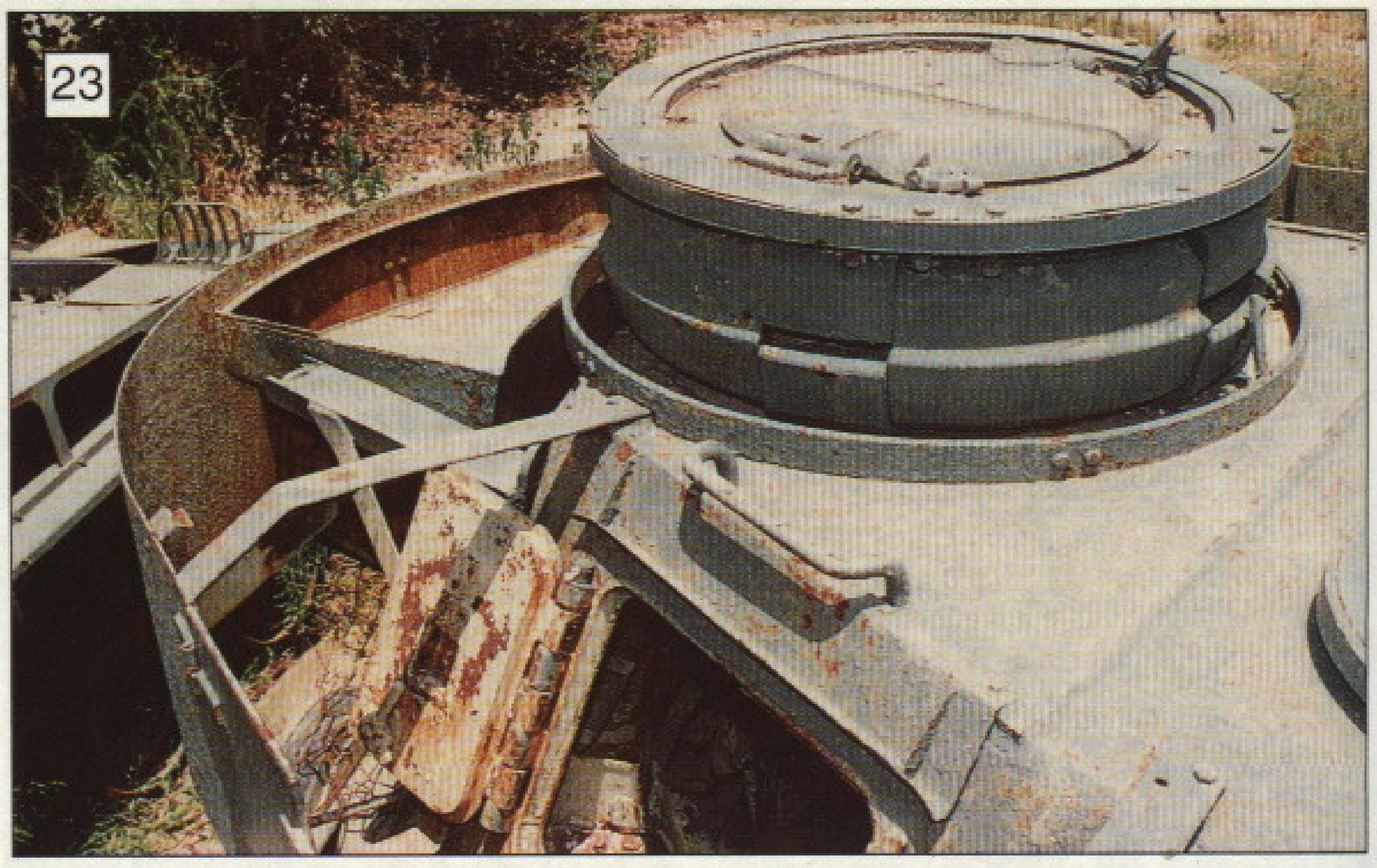
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Museum Vehicles

Two *PzKpfw IV Ausf H* are to be found on display at the Israeli Armoured Foundation Museum at Latrun. The most immediate difference is in the turret fittings, one being equipped with *schürzen*, the other without. This latter vehicle (chassis number 84553) lacks a turret bin, has four steel return rollers, the late pattern cast rear idler and had a Notek lamp on the right hand trackguard to the right of the hull machine-gun mount. The two brackets on the hull rear around which the tow cable is wrapped are present plus additional brackets for extra track stowage. The exhaust silencers for both the main and auxiliary engines are missing.

A rectangular channel is bolted horizontally to the turret rear and braced by a support arm, presumably for a radio antenna base. Mounts for additional antenna bases have been welded to either side of the turret. There are two stowage boxes on the right hand trackguard, but none on the left; it also lacks an aerial base on the left rear of the engine deck. The cupola has been fitted with an additional ring to which the heavy machine-gun mount is bolted.

The second *PzKpfw IV* (chassis number 84683) has all of the fittings associated with Czech supplied vehicles including additional track stowage on the upper glacis plate, driver's front plate and a trackguard stowage bin, alongside the driver's position. It is equipped with *schürzen* around the turret and a heavy AA machine-gun mount fixed to the ring on the cupola. The hull has four return rollers and the tubular style rear idler.

The museum's *StuG III Ausf G* is a late model and displays features such as the *saukopf* mantlet, side opening loader's hatches and *Rundumfeuer* gun mount. In addition, a heavy machine-gun mount and a large curved shield is fixed to the commander's cupola and a large rectangular steel cover is mounted over the gap between the mantlet and hull. The Notek lamp fitting which is located on the front of the upper glacis plate is missing although a small stowage bin has been added on the right rear trackguard. It is equipped with three steel return rollers and carries spare wheels mounted on the rear of the engine deck plus spare track in a rack across the rear of the fighting compartment.

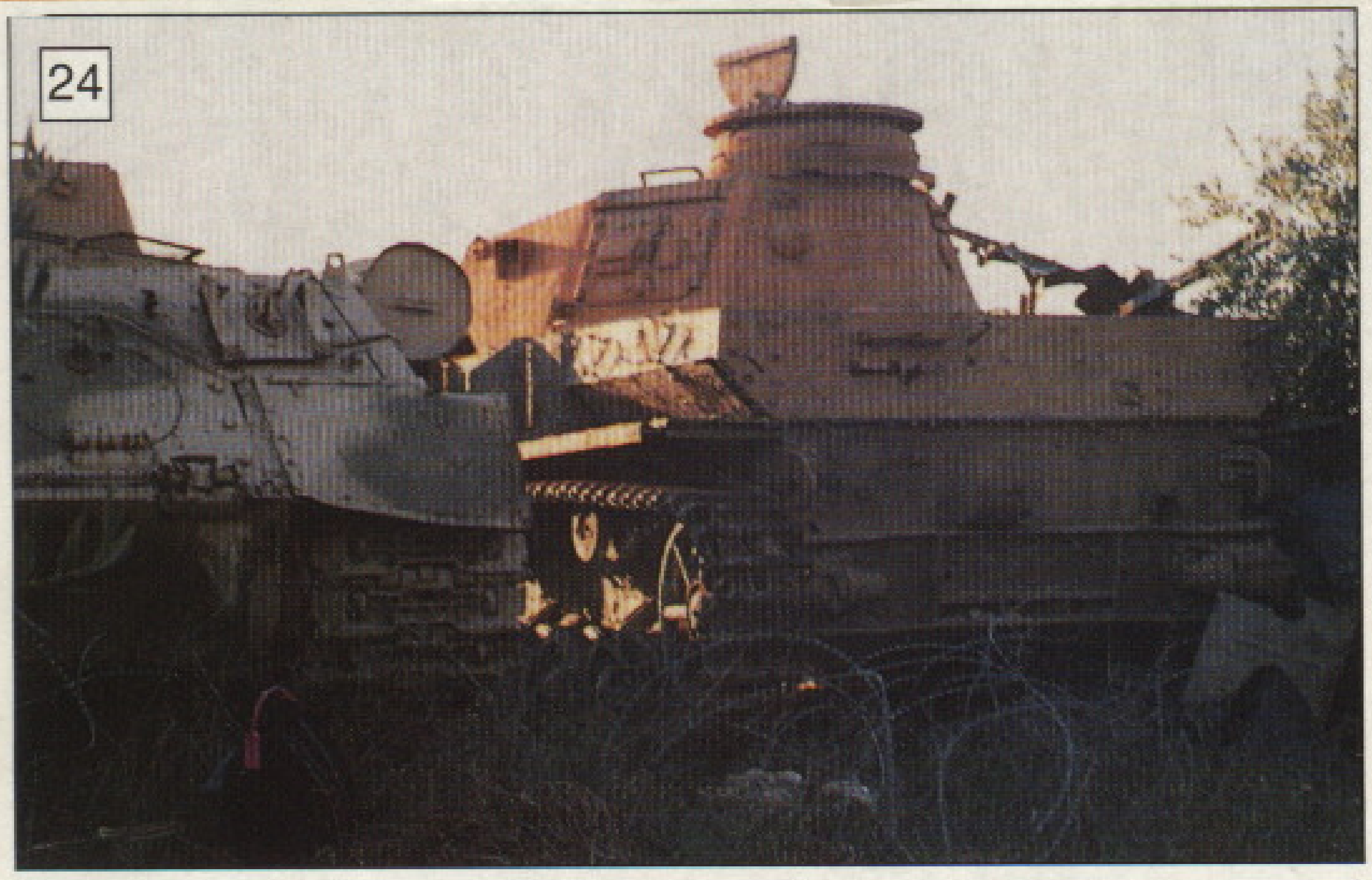
At various times, several *PzKpfw IV*s have been stored around the perimeter of the museum while interested parties attempted to negotiate an exchange with the Armoured Foundation. These discussions dragged on for a number of years with the successful recipient being the American Armoured Foundation Inc., in New Jersey. The first *PzKpfw IV* to cross 'the Pond' was an *Ausf H* chassis number 85575 which had sat in a vehicle dump behind the coach park. An *Ausf H* with the usual Syrian fittings, it features tubular idler wheels, four steel return rollers and 30mm armour plates bolted to the front vertical surfaces. The turret is fitted with *schürzen* and the cupola carries the ring for the AA mg mount, but is equipped with two hatches, a feature normally associated with the *Ausf G*.

During a visit to Latrun 1993, the author was informed that several more *PzKpfw IV* existed in Israel and that one was being used as a plinth vehicle by an armoured unit who thought it was an M-24 Chaffee! In 1994, another *PzKpfw IV Ausf G* (chassis number 83558) duly appeared at Latrun and featured the extra 30mm amour plate similar to the vehicle above. Although the *schürzen* was missing from the turret, the cupola featured the AA mg ring and split hatches. This also has antenna bases welded to the sides of the turret and could be of Spanish origin.

Batei Haosef, Jaffa

Probably the most complete and best preserved example of an ex-Syrian *Ausf J* is that displayed in the Israel Security Forces Museum at Batei Haosef, an old Turkish Railway Station and former British army barracks. This vehicle has all of the Czech modifications with a complete set of stowage bins plus a Notek lamp fitting on the upper glacis plate and at the rear. The *Ausf J* features include hull side plates extended to provide towing eyes, three steel return rollers and an 80 mm driver's front plate. The turret is fitted with *schürzen* and the cupola

22. *The front support strut is missing from this turret and so an unusual method has been adopted for securing the armour! This turret has a rectangular bracket welded to the front plate for spare track stowage and it is to this that the armour has been welded. The schürzen support brackets are normally bolted to square plates welded to the turret or upper superstructure in the case of Sturmgeschütz; on this example, the welded front plate is clearly visible although no bolt holes are evident. The turret access doors are in the open position although the doors in the schürzen remain closed. Note the simple locking arrangement for these doors.* **23.** *A useful close-up of the turret roof. Of particular interest are the schürzen support brackets, the rain cover and grab handle of the access hatch, the external hinges on the schürzen armour and the additional radio antenna base bracket alongside the rear turret bin, the roof of which is missing. The cupola is interesting; it is a split hatch type not normally seen on the Ausf H, but, typical of ex-Syrian vehicles. Note the additional ring upon which the*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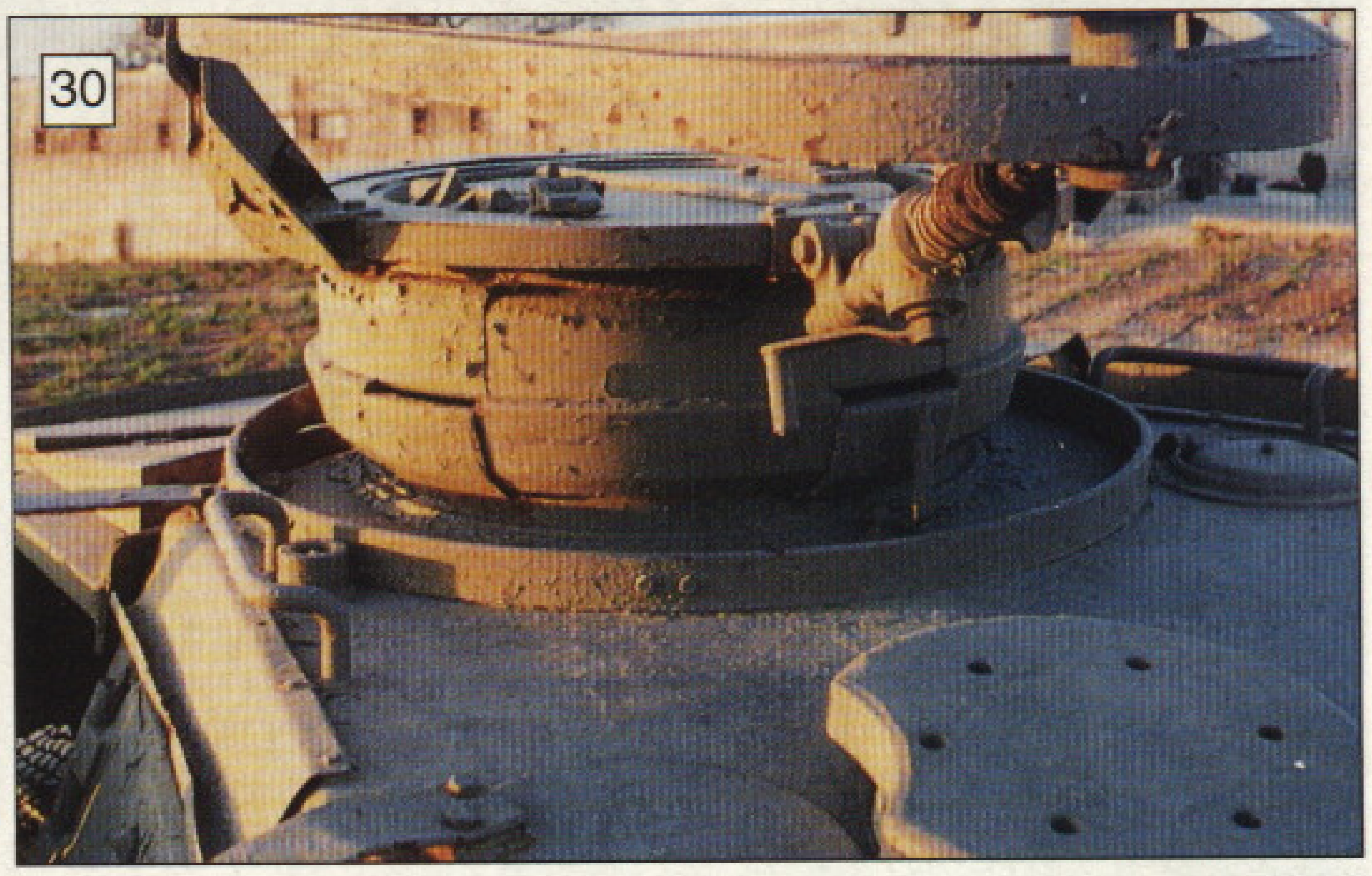
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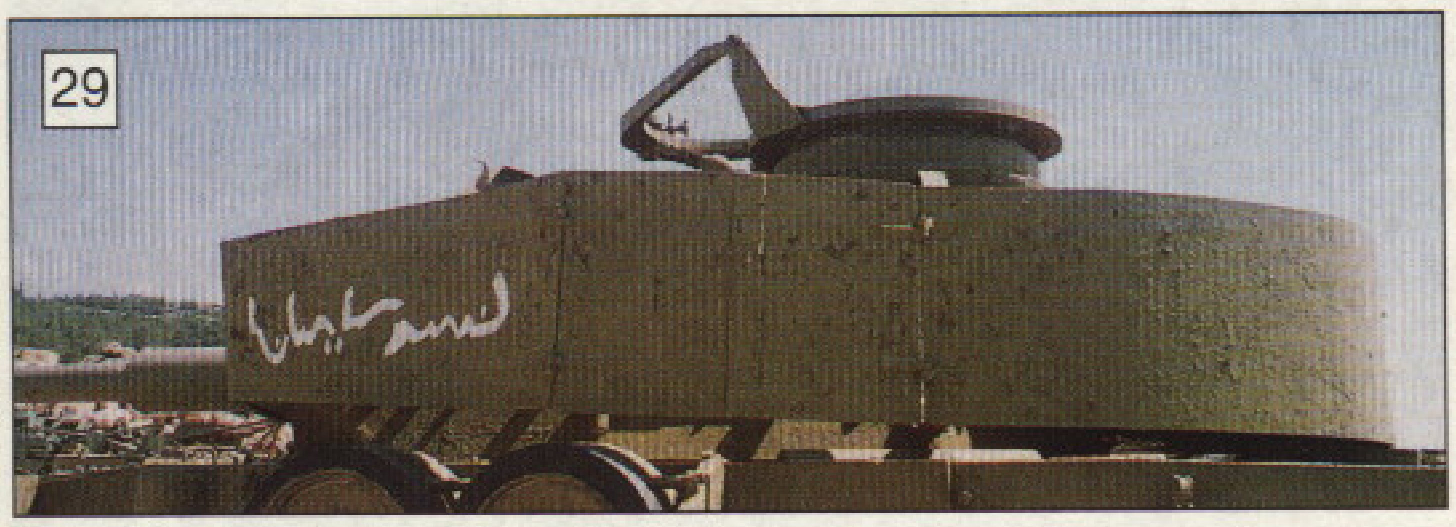
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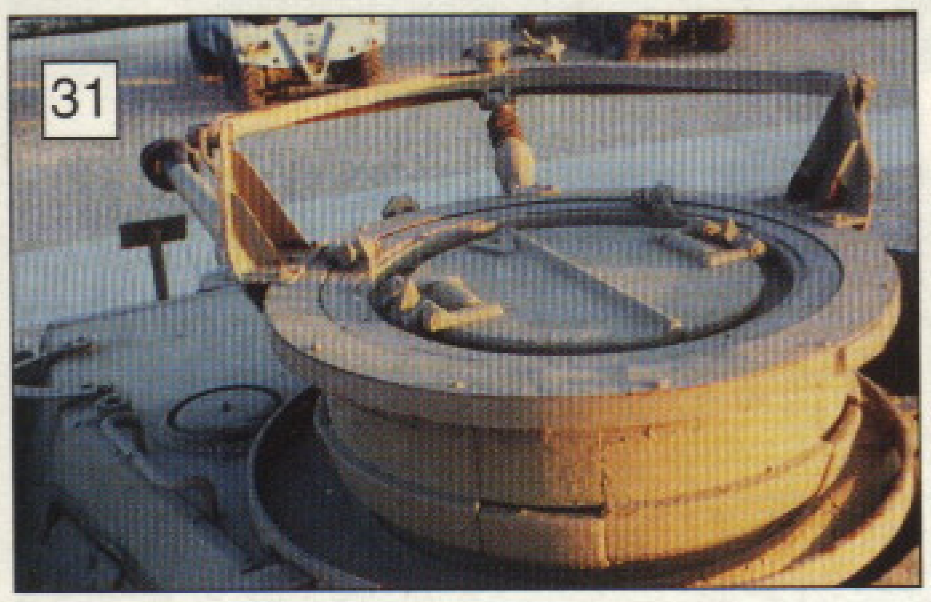
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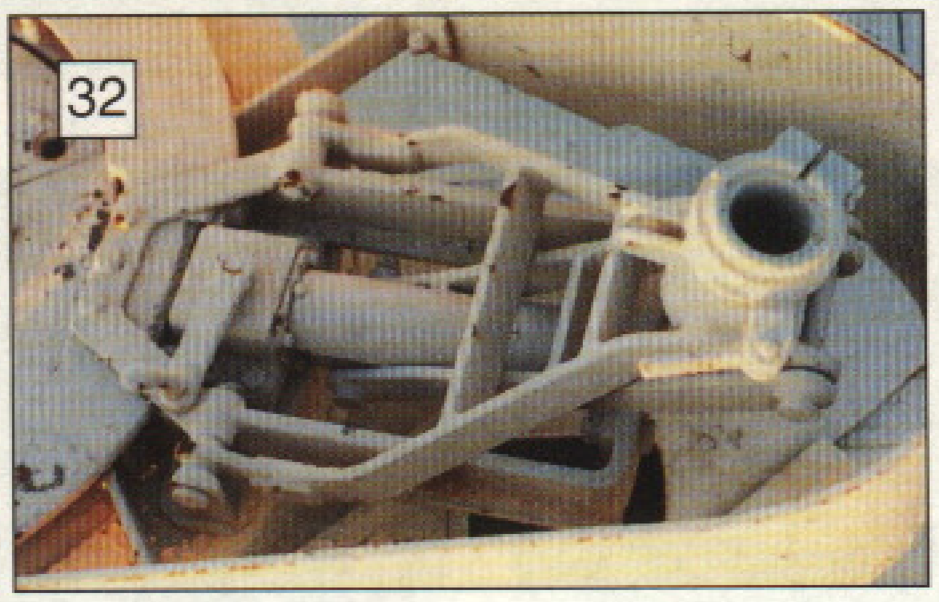
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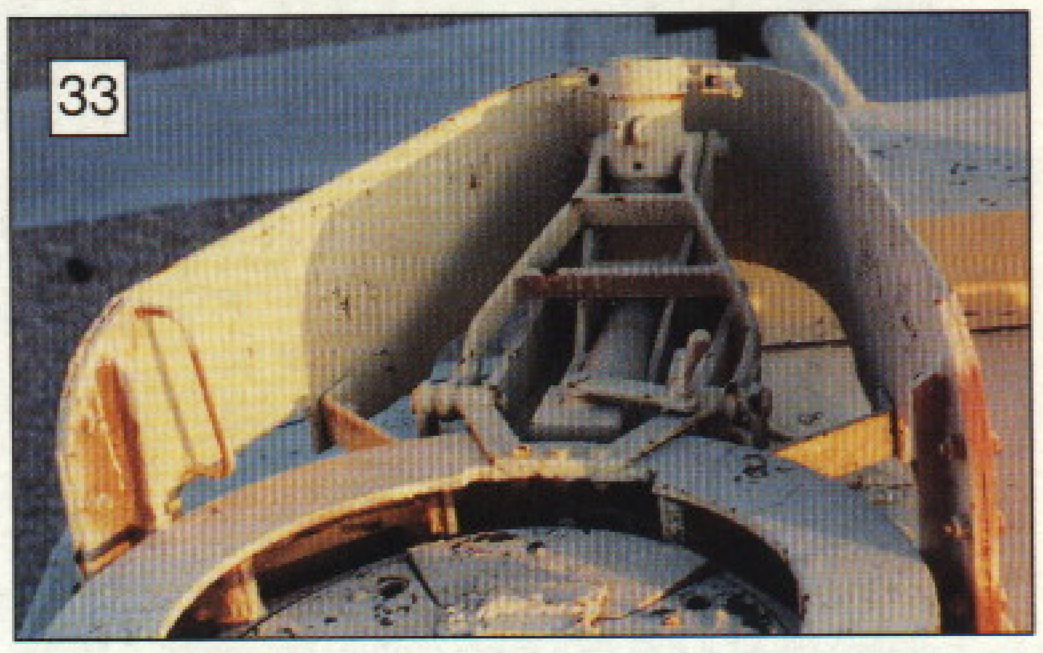
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sports the usual AA machine-gun ring, but is equipped with split hatches, definitely not a feature of the *Ausf J*.

This article is by no means the final word on the subject and since it was written. the fate of 83558 and its ultimate destination has been changed, but is not yet confirmed. Having shed some light on this subject, the author looks forward to a lively debate in the Despatch page of future issues of *MM*.

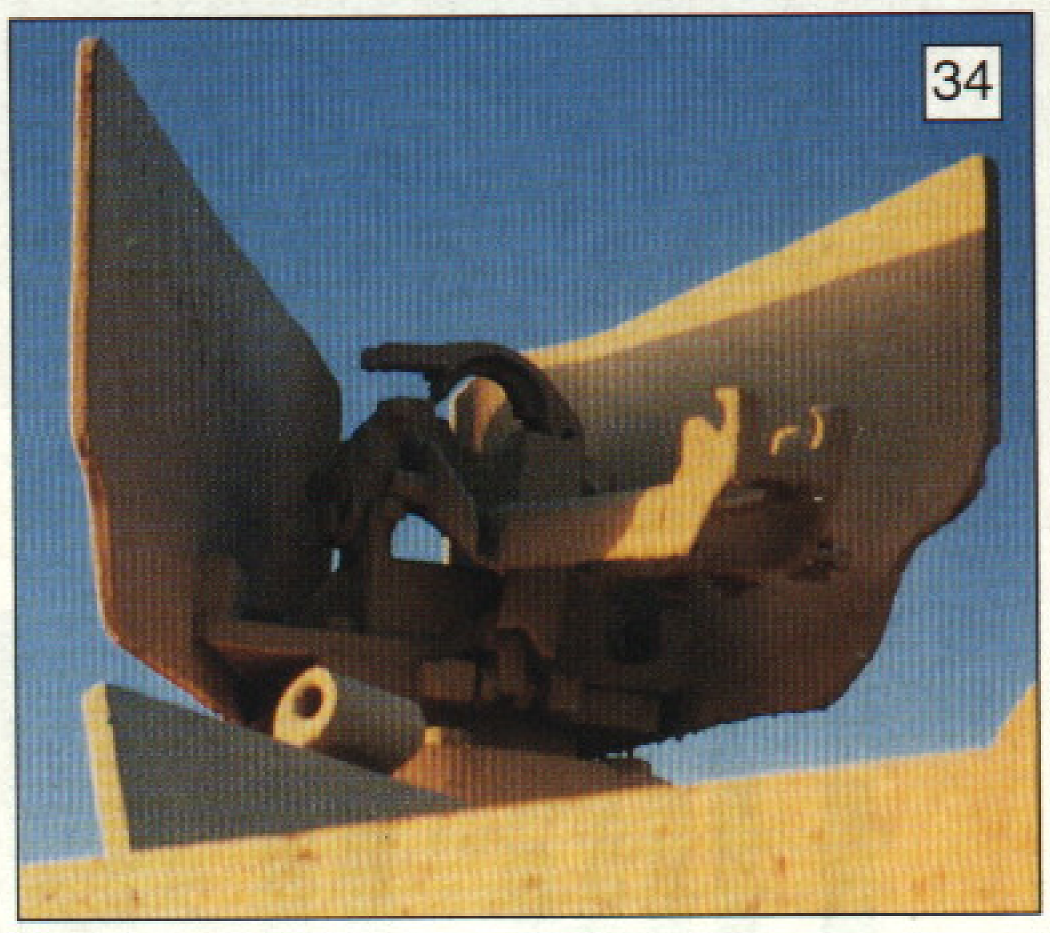
Note: During preparation of this article, it was noticed that one of the vehicles had its tracks fitted upside down. Several of the *StuG IIIs* supplied to various museums from Finland also have their tracks fitted the wrong way around and no explanation has yet been found. The author's own *StuG III* was one of these vehicles, but changing the tracks is a relatively simple affair taking less than an hour

Acknowledgements:

Alessandro Demaria for his boundless enthusiasm and invaluable assistance.
Mark Hazzard for his enthusiasm of all things IDF, photographs and up-to-date news on Latrun.
William (Bill) Gasser of the AAF Inc for information on his museum's Mark IV.

Further reading:

* *Museum Ordnance Magazine.*
Tracklink Number 38: (Price £2 from the Tank Museum) for chassis numbers of vehicles in Spanish service.
Panzer IV and its Variants, Walter J. Spielberger, Schiffer Military History.
PzKpfw IV in Action, Squadron/Signal Publications. ■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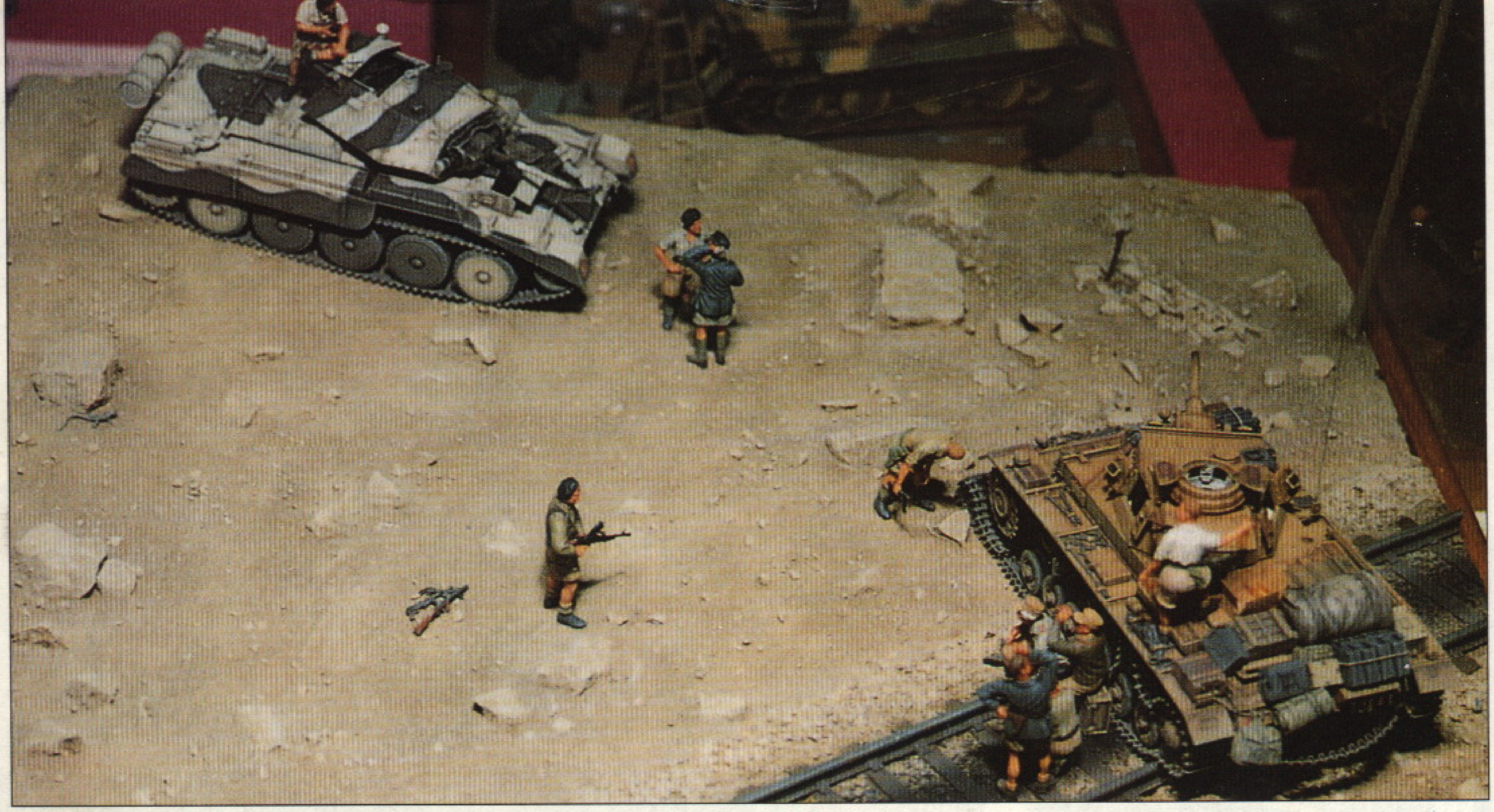
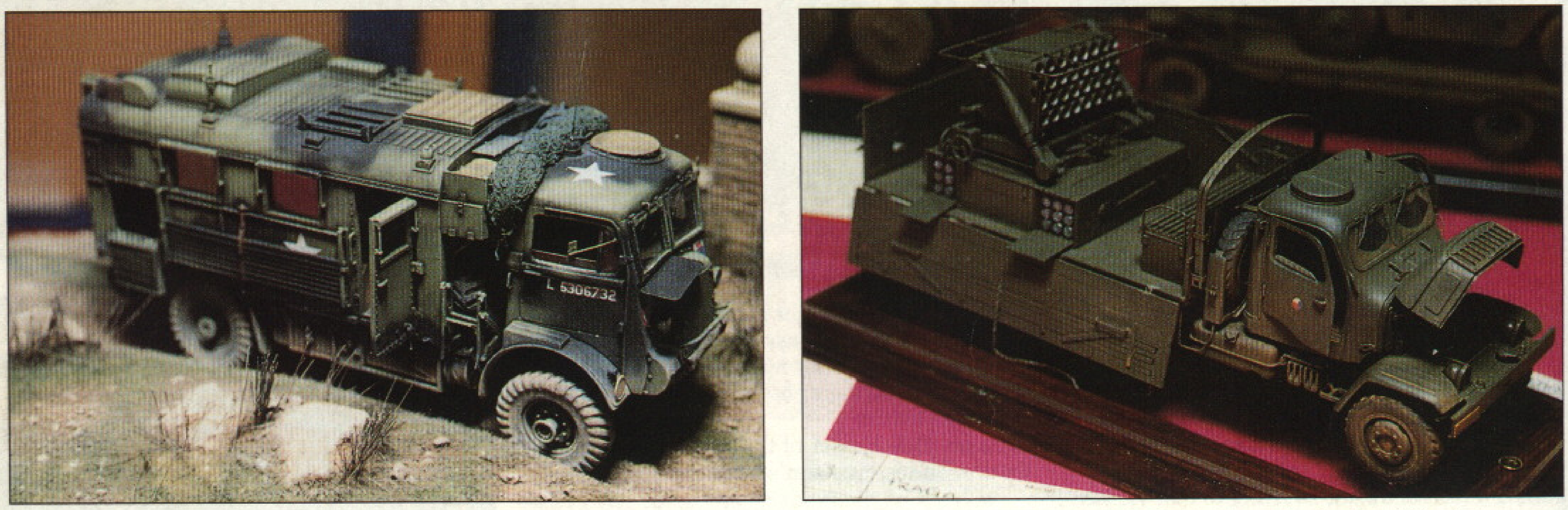
AA machine-gun mount is located, the splash guard around the cupola base and the barrel position indicator mounted in the front of the central visor. **24**. *A rear view of Mark IV, chassis number 83558 taken in the autumn of 1996. The exhaust silencer is missing as is the silencer for the auxiliary power unit and the turret box. The bracket for an additional radio antenna base is visible on the turret side. (Mark Hazzard).* **25**. *The PzKpfw IV Ausf G awaits transfer to a new home. The AFVs stored here are, from left to right; T-34/100, ISU-152, Sherman Ambutank, PzKpfw IV, Charioteer and Achilles IIc. (Mark Hazzard).* **26**. *PzKpfw IV Ausf H, chassis number 84553 at Latrun, Autumn 1996. Just visible is the additional antenna bracket on the right of the turret rear. This vehicle may have been supplied by France as its serial number does not appear in the host of Spanish vehicles and it lacks any turret schürzen or additional storage bins. Note the grab handle on the hull side beneath the turret access doors, the antenna bracket on the turret side, steel return rollers and late cast rear idler. (Mark Hazzard).* **27**. *Simmering in the mid-day sun, a rear view of the two PzKpfw IV and StuG III on display at Latrum. (Mark Hazzard).* **28**. *PzKpfw IV Ausf H, chassis number 84683, on display at Latrun. schürzen armour around the turret, a complete mounting for the 12.7 mm AA machine-gun on the cupola plus an additional storage box on the left hand trackguard. Note the damage to the track-guard rear, not apparent in 1993. (Mark Hazzard).* **29**. *A close-up of the turret schürzen and the heavy AA machine gun mount. (Mark Hazzard).* **30**. *A detail view of the front of the heavy AA machine-gun mount; note the position of the elevating handle and the circular plate in the turret roof which has necessitated a modification of the armoured roof fan cover. (Mark Hazzard).* **31**. *A clear view of the cupola and heavy AA machine-gun mount. Note how the mount bolts to the cupola ring; the cut-outs in the splash ring which fit over the schürzen brackets and how the ring extends out over the rear of the turret. This turret is fitted with 'Pilze' sockets for mounting the 2-ton jib crane which dates it after the summer of 1944 when production of the Mark IV was almost at an end. The split hatches on this vehicle are different in shape and hinge detail to those found on chassis number 85575. (Mark Hazzard).* **32**. *The heavy AA gun mount bolted to the commanders cupola of the StuG III is a complicated affair and difficult to model in any scale. (Mark Hazzard).* **33**. *Mounting the AA gun on the commander's cupola leaves very little clearance between the mount and the gunner's Sfl.ZF 1a gun sight. (Mark Hazzard).* **34**. *Although equipped with the Rundumfeuer gun mount, this StuG III has retained the brackets for fitting the loader's gun shield, This may be the result of the Rundumfeuer mount not being available due to production shortages early in 1944. The StuG III of the BWB/WTS Trier is similarly equipped with fittings for both shield and mount. (Mark Hazzard).*



Matthew Farrar won the Military Modelling Trophy with his diorama, 'More by luck than by judgement'.



ABOVE LEFT: Matthew Farrar - Class 28 Winner with his Bedford QLR Radio Truck. ABOVE RIGHT: Praga V35 Rocket Launcher by Pavel Vendrak was the winner of Class 27.

The IPMS (UK) Nationals

This year's Nationals were held for the last time at Donington. Paddy McGann of IPMS Birkenhead reports on the military modelling content of the show

This year's International Plastic Modellers' Society (UK) National Championships held at Donington over the weekend of 1st - 2nd November were as busy as ever. The lengthening queues of visitors patiently waiting in the cold for the doors to open was such that they were allowed into the show a half hour earlier than was advertised!

Down on last year

From a military modeller's point of view, entries to the military vehicle classes were, overall, fewer than last year, with a slight decline in 1:35 scale entries, balanced by a more varied and more imaginative entry in the 1:72 scale AFV and soft skin classes. This year, thankfully, no long columns of panzers!

Overseas visitors were much in evidence with entries from the modellers of several European countries including France, Portugal, Switzerland and the Czech Republic. In fact, Class 22 (1:72 scale vacform and scratch built) contained no UK entries at all!

Wrong classes

Judges noticed that the numbers of models entered into the wrong classes was also, sadly, on the increase, possibly a side effect of pre-entries. A system of pre-entry was introduced a couple of years ago in an attempt to alleviate the large queues which used to build up around the registration tables on the Saturday morning before the judging commenced. This pre-entry system is much better as it gets rid of the queues and allows more time for the competitor to study the rules.

However, on the down side, if a model is entered in the wrong class on the day, the competition secretary and his assistants have little or no time to move errant models into their correct classes. This is a pity as some quite excellent work was sadly wasted by a procedural slip, although modellers entering competitions at the nationals must be prepared to take more care in filling out the

'Red Devil at Arnhem' by Frantisek Koran was the winner in Class 46.

The Class 47 winner Stephen Wilson's Red Lancer.

entry form and ensure that their models are entered into the correct classes.

Out on the competition tables, Phil Hyslop's PzKpfw II was noteworthy and John Tapsell took first class wins with his Finnish T-72 and MT55 Bridgelayer. Continuing the Russian theme, a Komsomolyets artillery tractor with limber and mortar stood out in the detailed and converted classes, and a six-wheel Praga truck with rocket launcher did well in the scratch-built class.

Military Modelling Trophy

Amongst the smaller scales, variety and imagination were much in evidence. A series of Diamond T trucks, a 97A Pontoon carrier and a 981 M-9 with Rogers Trailer by Peter Dusek took awards. But sadly, a lovely scratch-built Bantam model 60 fell victim to the wrong entry problem mentioned earlier. In its correct Class (22) it would have been a very strong contender, but it had been entered in the standard kit Class (20), very unfortunate.

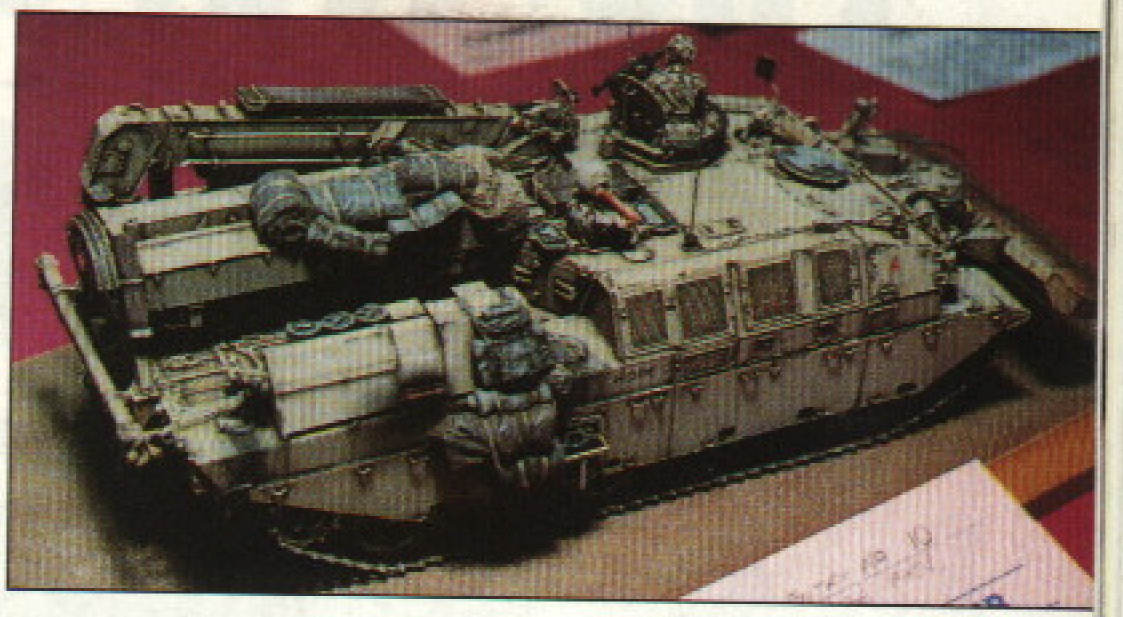
Honours were deservedly awarded to Matthew Farrar. He won the Military Modelling Trophy and the diorama class with his 'More by good luck than judgement'. His Bedford QLR radio truck won the large scale soft skin class and he became the military vehicle category champion and came within a hair's-breadth of becoming National Champion. It would have been nice to see a military vehicle win that honour ... !

The junior armour class winner, Brenton Garrick won with a lovely Soviet T-62M MBT. This young man, who joined the Society a few weeks before the championship has a bright future in model making if he maintains this impressive standard.

On the branch and club displays, several outstanding models were worthy of notice. An M48A2L AVBL Bridgelayer looked impressive on one stand, as did a T-34 bedecked with a full compliment of tank riders. Also spotted was a Renwall 1:32 scale 'Atomic Cannon'.

Brisk trading

Many traders had a mouth-watering selection of goodies on show and appeared quietly satisfied with the weekend. The mainstream importers had a few offerings on show including the test shots of the Academy Minicraft M51 Isherman being displayed. Accurate Armour displayed a truly impressive Faun Elephant tank transporter, a pair of Mark 1, 17 and 2O pounder Centurions and my favourite, the Tortoise Super Heavy Tank. Firing Line showed its reworking of Dartmoor's Saracen APC Command Vehicle, this being truly a symphony in etched brass. On the Cromwell Models stand was the long awaited M5 high-speed tractor, an equally impressive SA6 'Gainful' conversion and a good-looking Morris Mark II Light Reconnaissance car.



Winner of Class 26A was Ian Murray's Challenger ARRV.

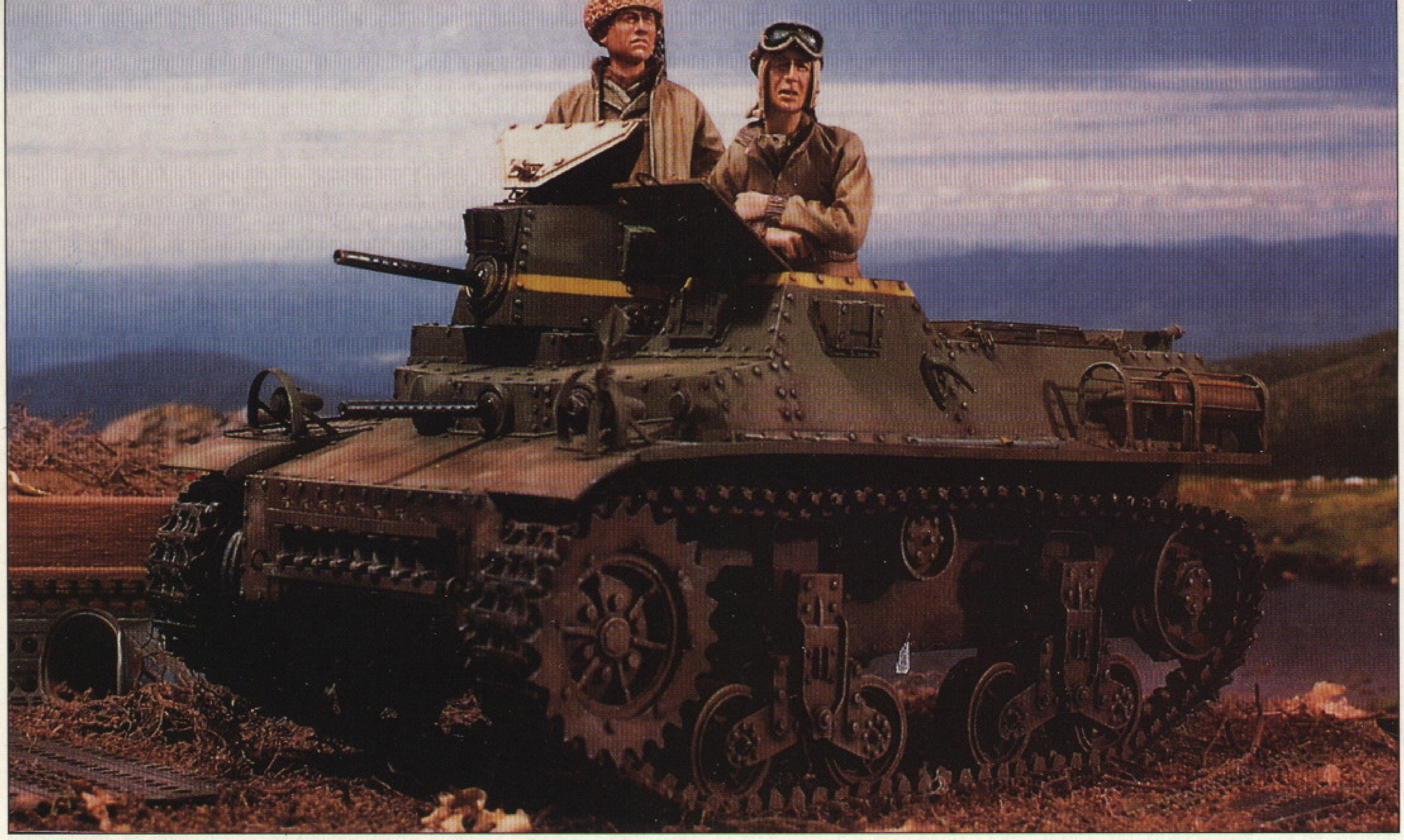
Socialising

On the social aspect, there were also various refreshment areas within the exhibition, especially amongst the overseas visitors. On the Saturday evening David Fletcher, the Librarian of the Tank Museum at Bovington, kept the diners at the annual banquet entertained with his very amusing anecdotes of tank life and was much appreciated as an entertaining and knowledgeable speaker.

Move to Telford

Next year, the IPMS(UK) nationals moves to a much larger purpose-built venue at Telford, and the organisers hope that the show will be even better. This show is already advertised as the largest of its type in the world, it most certainly is the friendliest show in the world. ■

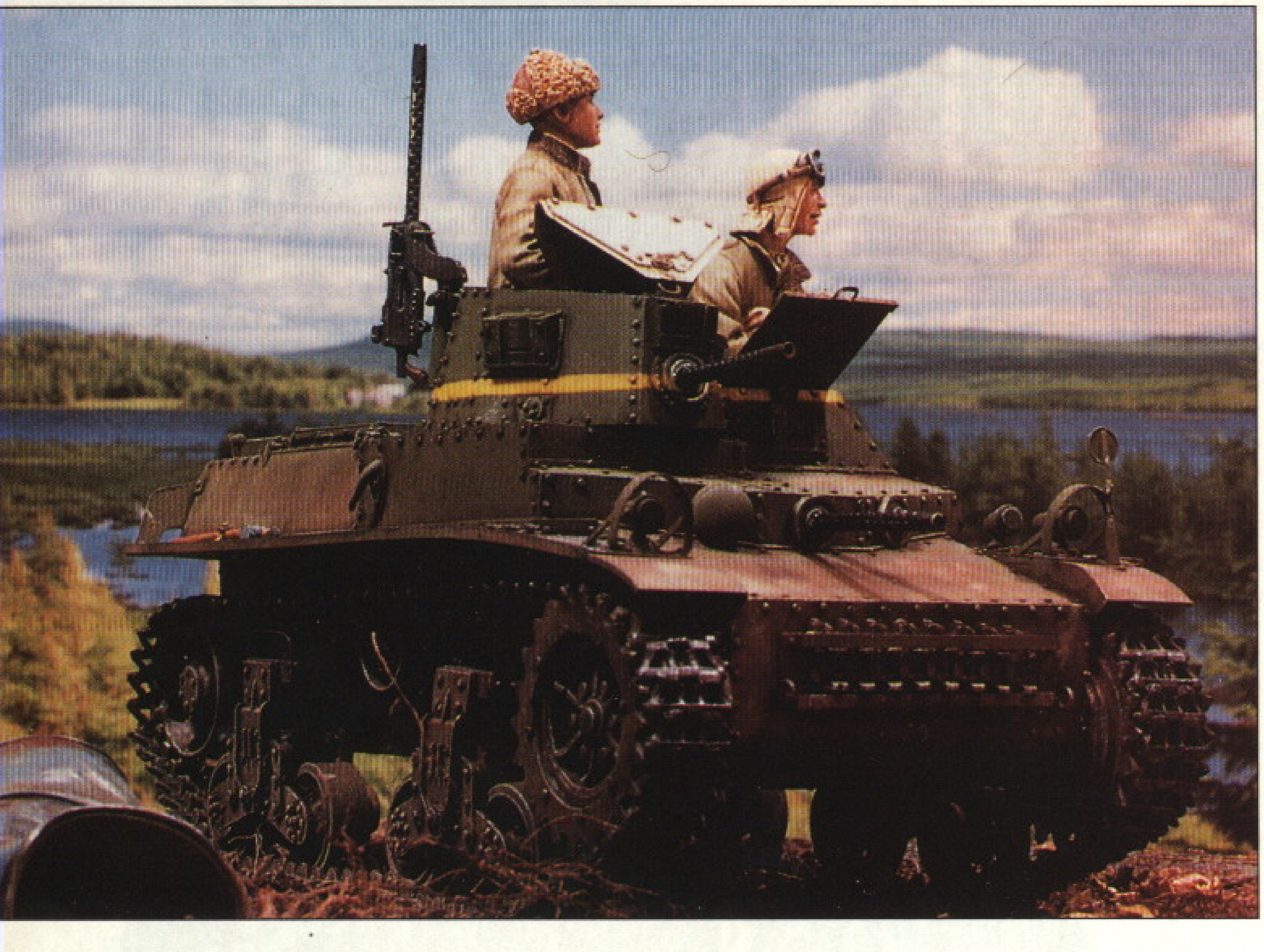
RIGHT: John Tapsell won Class 26B with his Russian MT-55 Bridge Layer.



The model photographed against an appropriate scenic background certainly gives a flavour of the Alaskan setting chosen by the author.

The Worst US Tank Of World War II

Scratch building an unusual subject - Steve Zaloga tackles the Marmon Herrington T-16 Light Tank in 1:35 scale



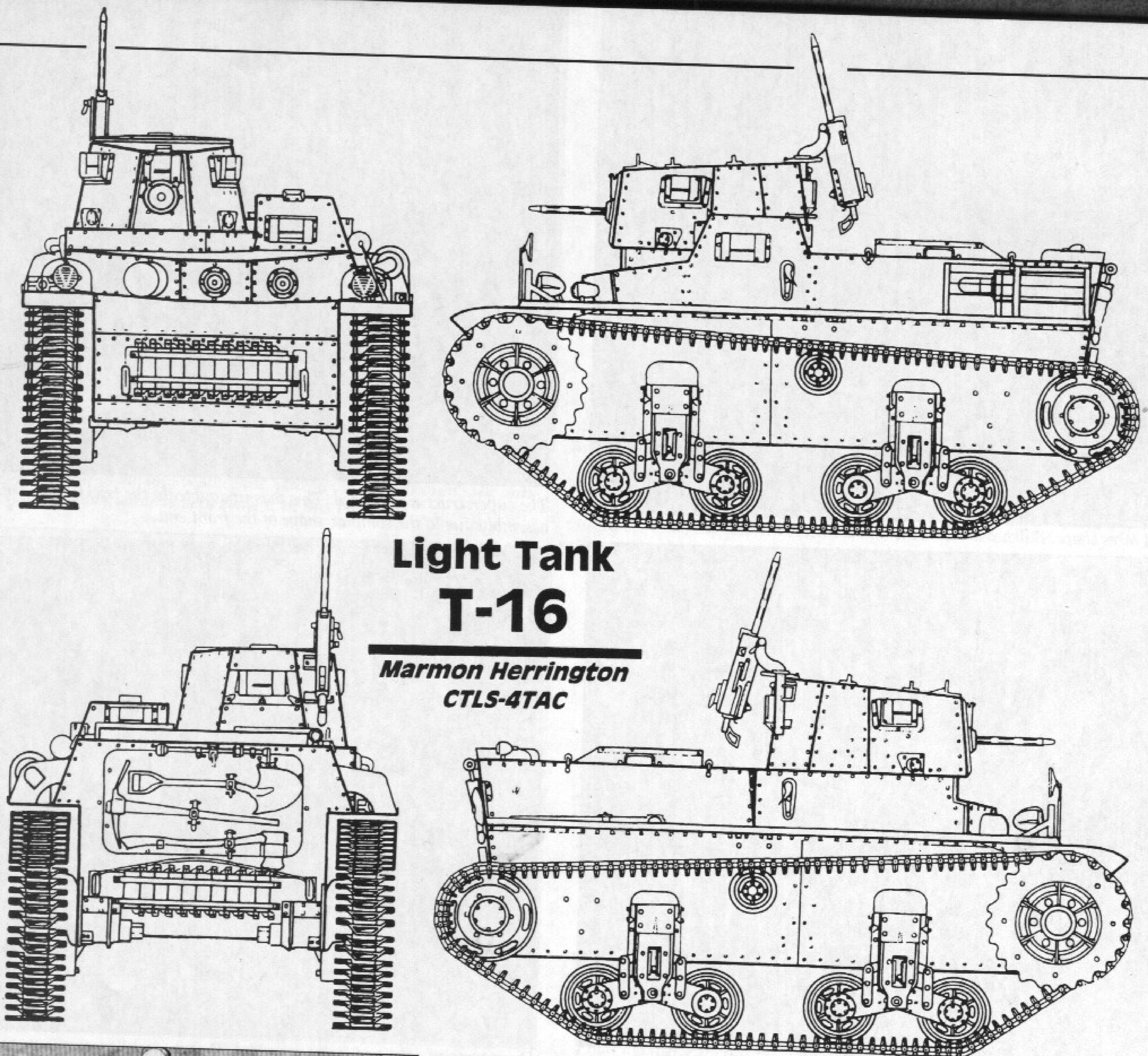
Back in the ancient days when I began armour modeling, it seemed that scratch-building was a much more common activity amongst tank modellers than today. One of my early inspirations was a series of articles appearing in the old Airfix magazine by a certain Ken Jones! Since then, my eyesight has wandered a bit downstream, obliging me to switch from 1:76 scale to 1:35 scale.

The decline in interest in scratch-building is also evident at hobby competitions, at least over here in the United States. I suspect that the main reason is the proliferation of both plastic kits and resin kits. Often have I heard the lament of scratch-builders "Now that I just finished putting in 2,000 hours on my 'PzKpfw VII Ausf Z' scratch-build, of course, out comes the Tamiya kit!" The secret, I suppose, is to scratch-build something that no one in their right mind would release as a resin kit.

On a couple of recent modelling projects, I kept cursing that so much work was involved in cleaning up problems that it would be easier to scratch-build the model! So after a hiatus of several years, I decided to have a go at a scratch-build for a change of pace. My choice was somewhat obscure, the Marmon Herrington T-16 light tank. I suspect that many readers will not recognise this tank, as it seldom figures in most histories of US Army tanks of World War II. Its obscurity is well-deserved, as it was probably the worst tank to serve in the US Army during the war. A detailed history of the T-16 will be appearing shortly in the *Journal Of Military Ordnance.* I chose it as I have a long-standing interest in US Army light tank design, it is a fairly small and simple design, and it seems unlikely anyone will ever do a resin kit of it.

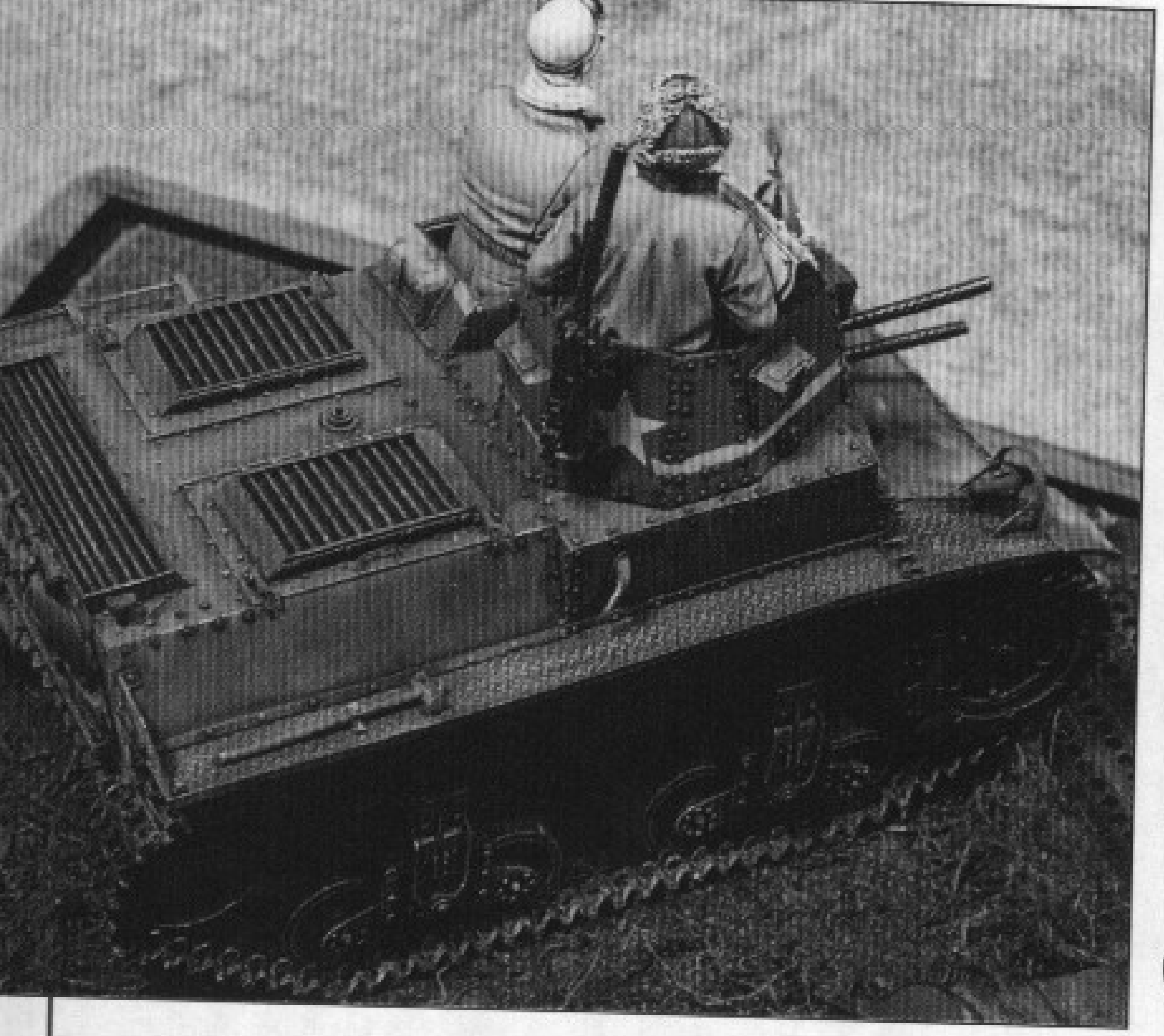
A quick historical sketch

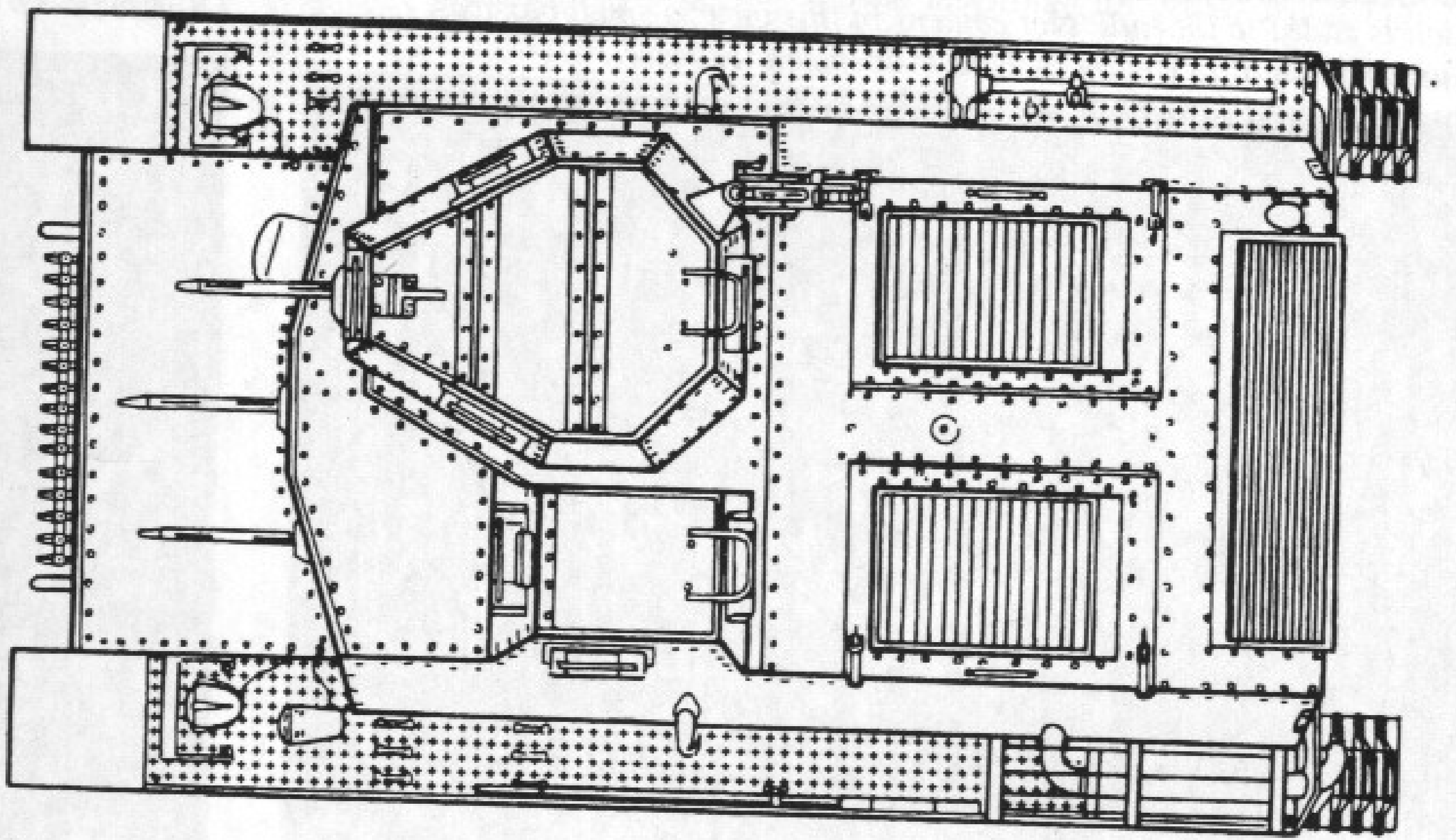
The T-16 started out in 1941 as an export tank intended to arm the Netherlands KNIL forces in the Dutch East Indies. It was an odd design, with two types being produced, the CTLS-4TAC with its turret on the right side



Light Tank T-16

Marmon Herrington CTLS-4TAC





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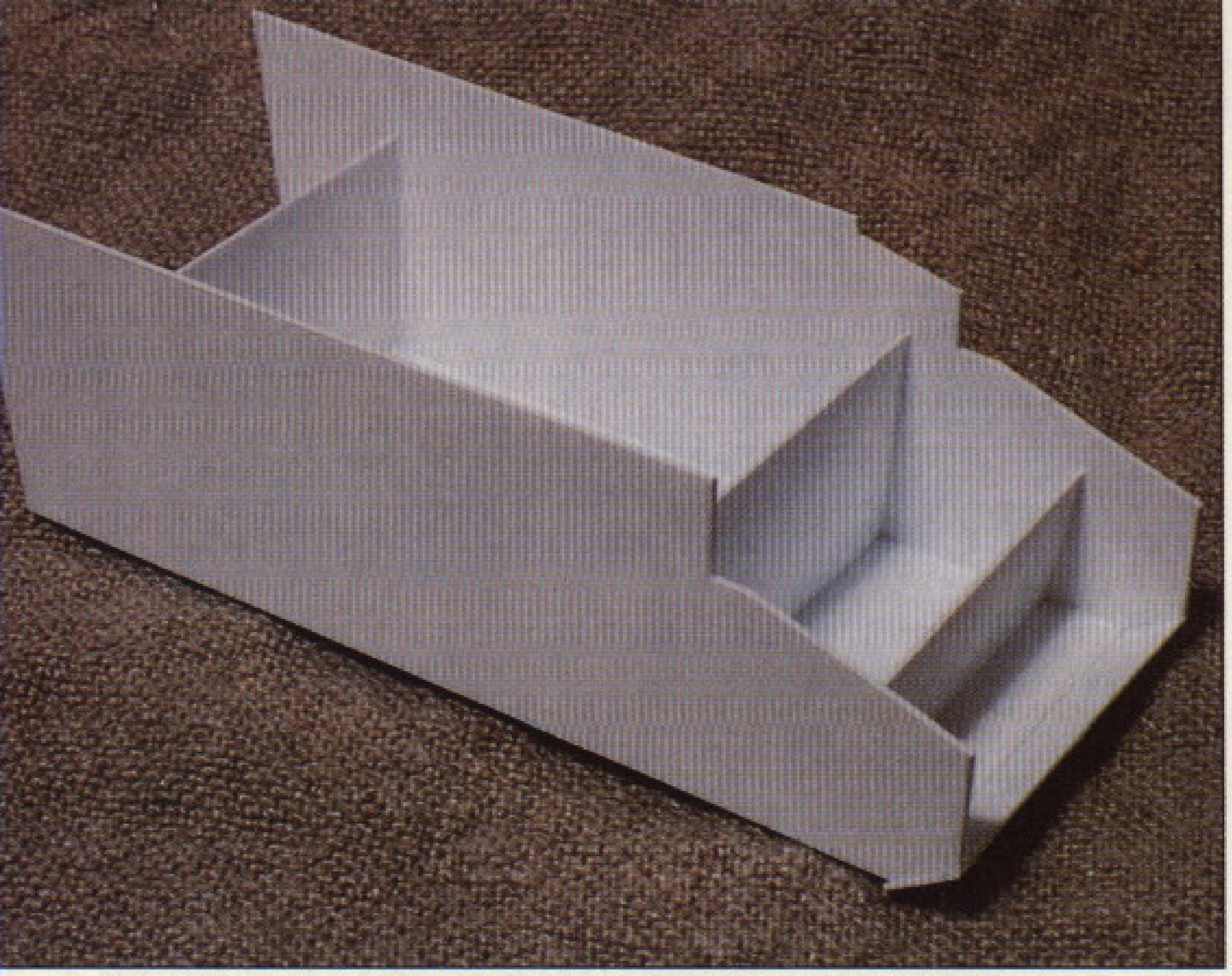
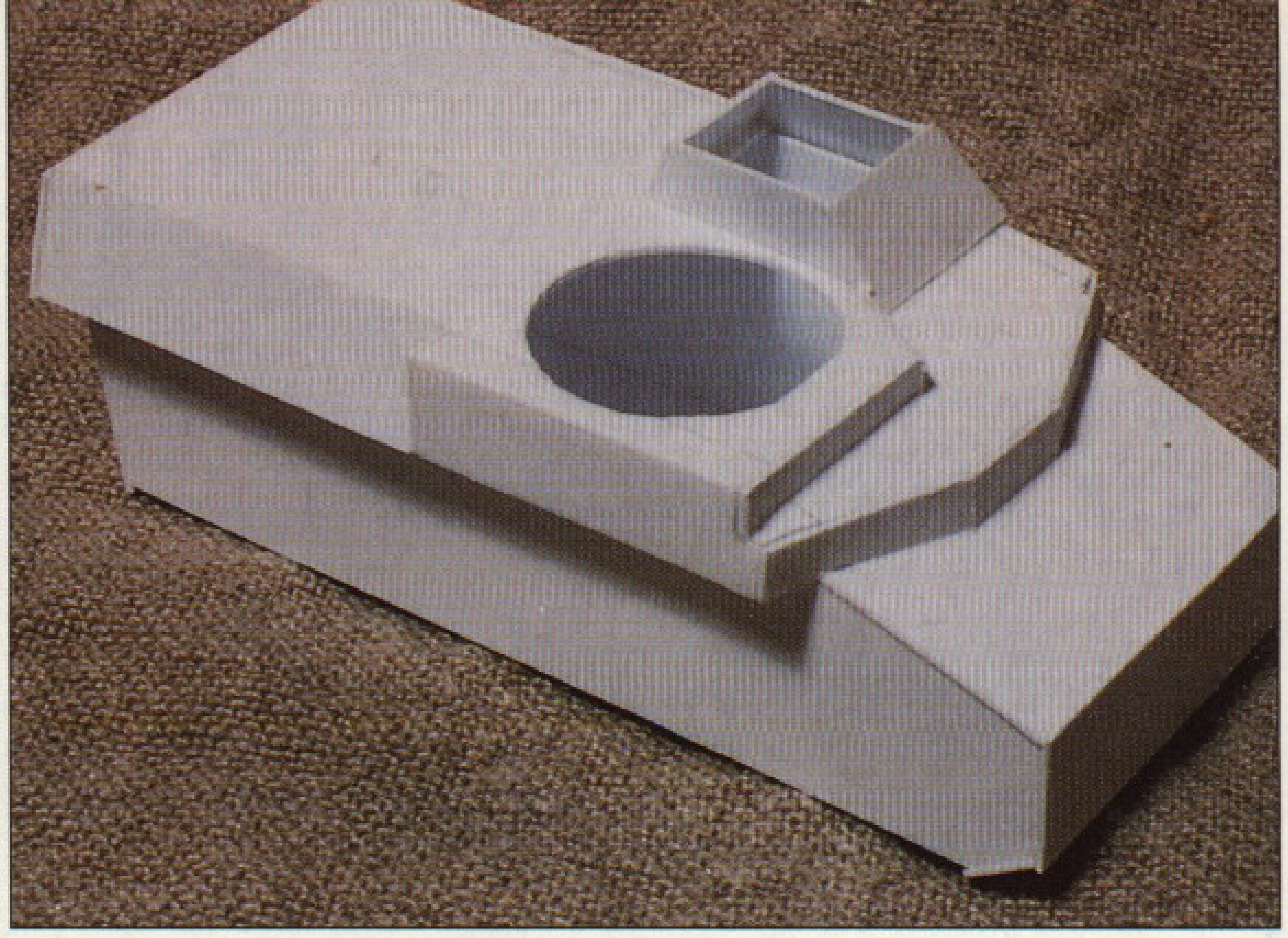
and the CTLS-4TAY with its turret on the left. About two dozen arrived in February 1942, and some took part in ill-fated fighting against the Japanese on Java before being overwhelmed. In the desperate days of 1942, the remainder of the Dutch order, numbering over 400 tanks, was turned over to Dutch forces in the West Indies, to Australia, and to the US Army. The US Army was not very happy with these tanks, but issued 240 of them to separate tank companies in Alaska, along the California coast, and at remote bases in Newfoundland and elsewhere.

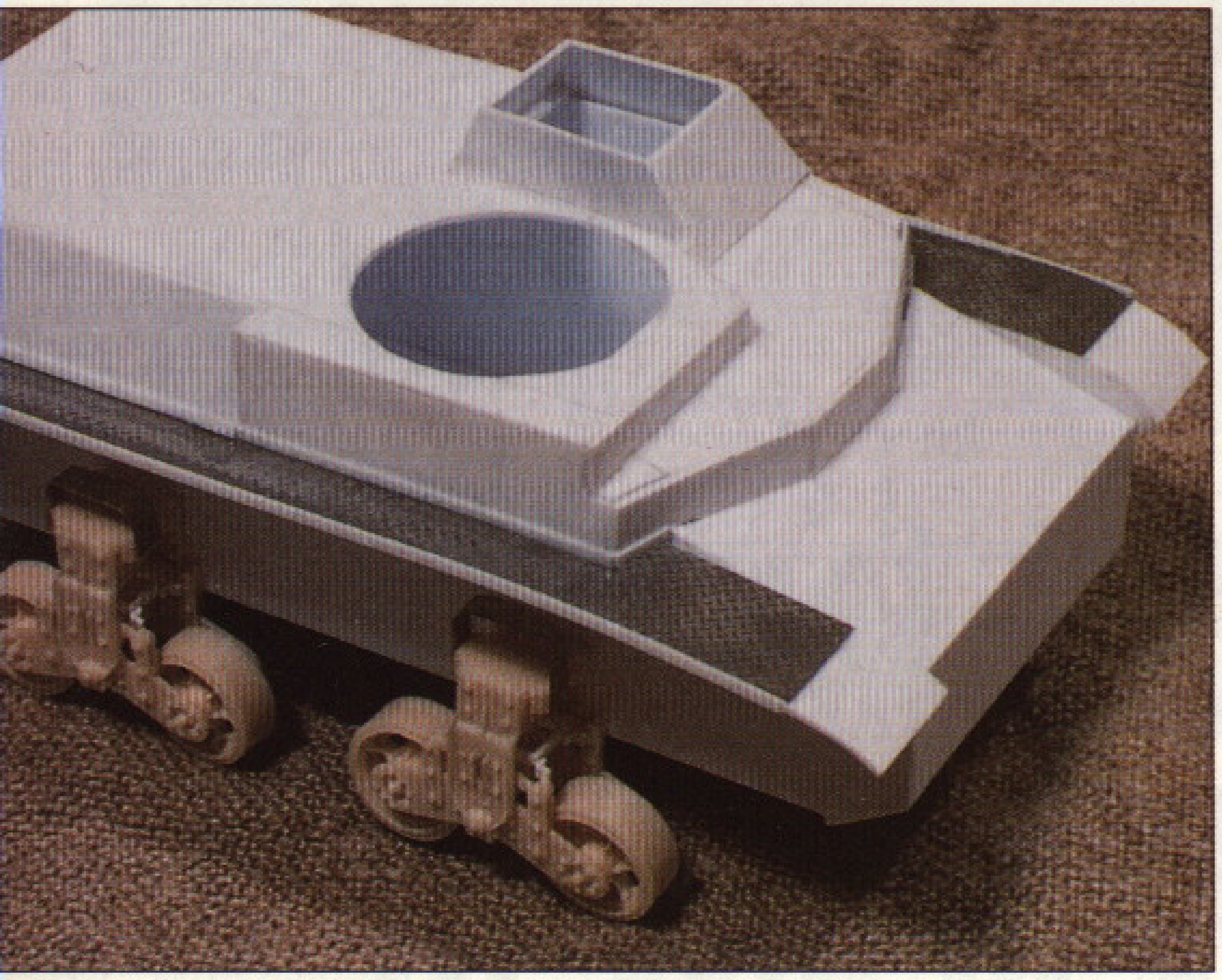
The closest they came to combat was in the Aleutian Islands of Alaska, where the US Army was attempting to dislodge the Japanese from Kiska and Attu islands. This might have resulted in the only tank battle fought on North American soil, as Japanese troops had landed several Type 95 Ha-Go light tanks. In the end, the Marmon Herrington light tanks were not deployed during the recapture of Kiska and Attu due to the poor beach conditions. Most were retired by 1943 due to their poor automotive record and the advent of much better equipment. Strangely enough, a few of the original Dutch tanks on Java were used by the Japanese for occupation duty, and in 1945 some were turned over to Indonesian nationalists who used them to fight British forces landing there to establish Allied control.



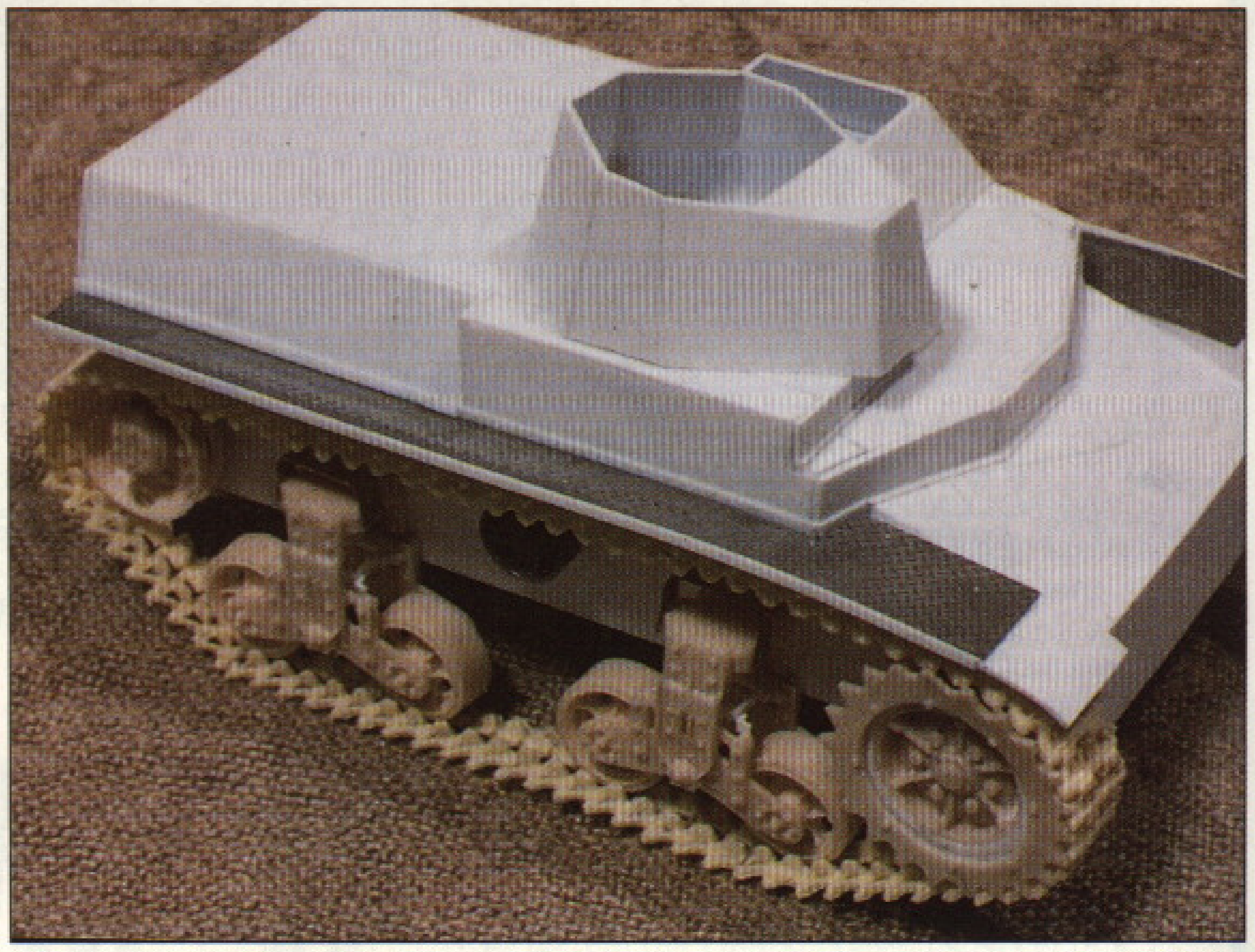
e basic hull takes shape. Bulkheads inside the hull are needed to keep the sides square.



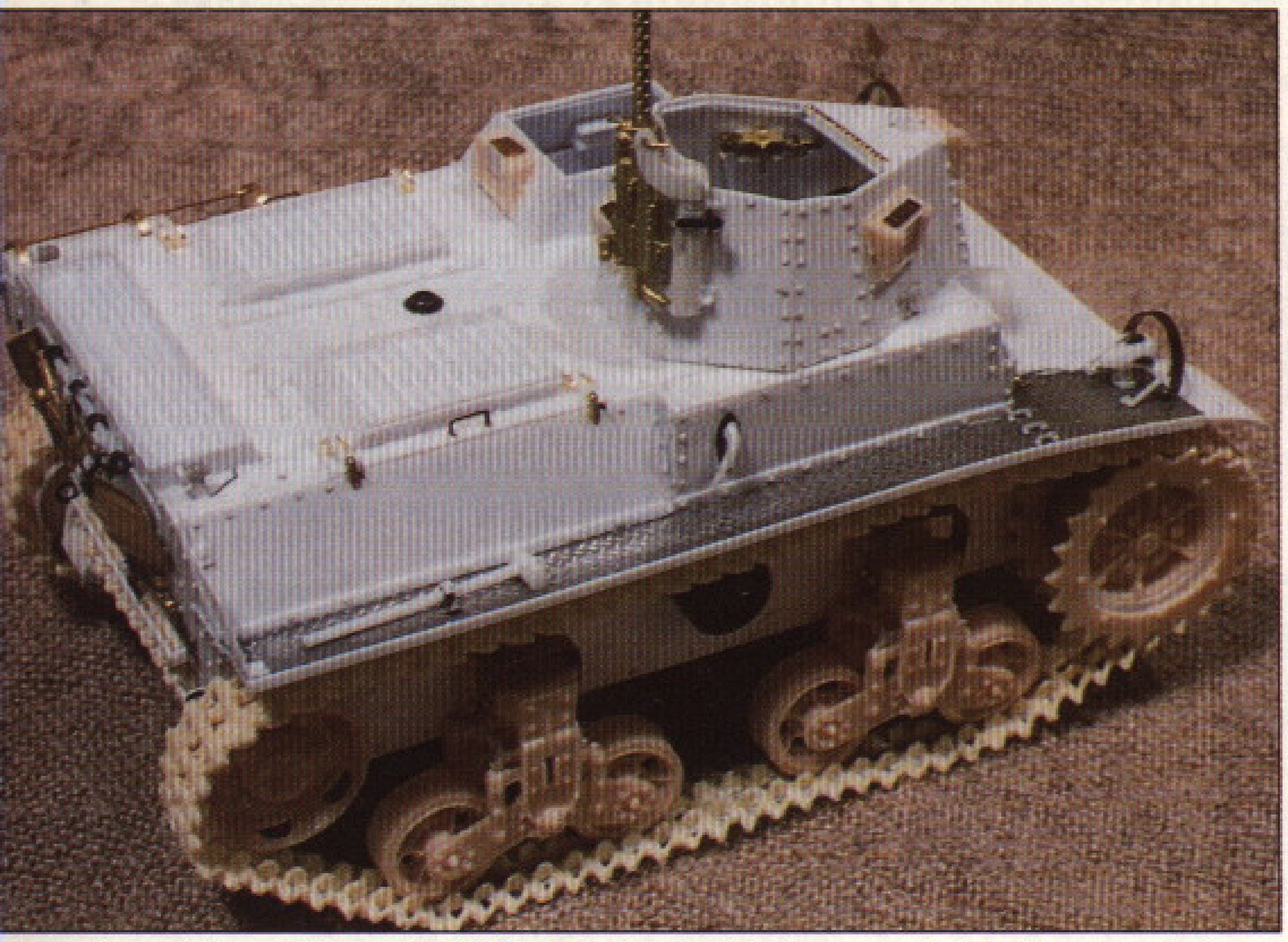
The superstructure is added. This was undoubtedly the trickiest part of the basic assembly due to the complex shape of the front end.



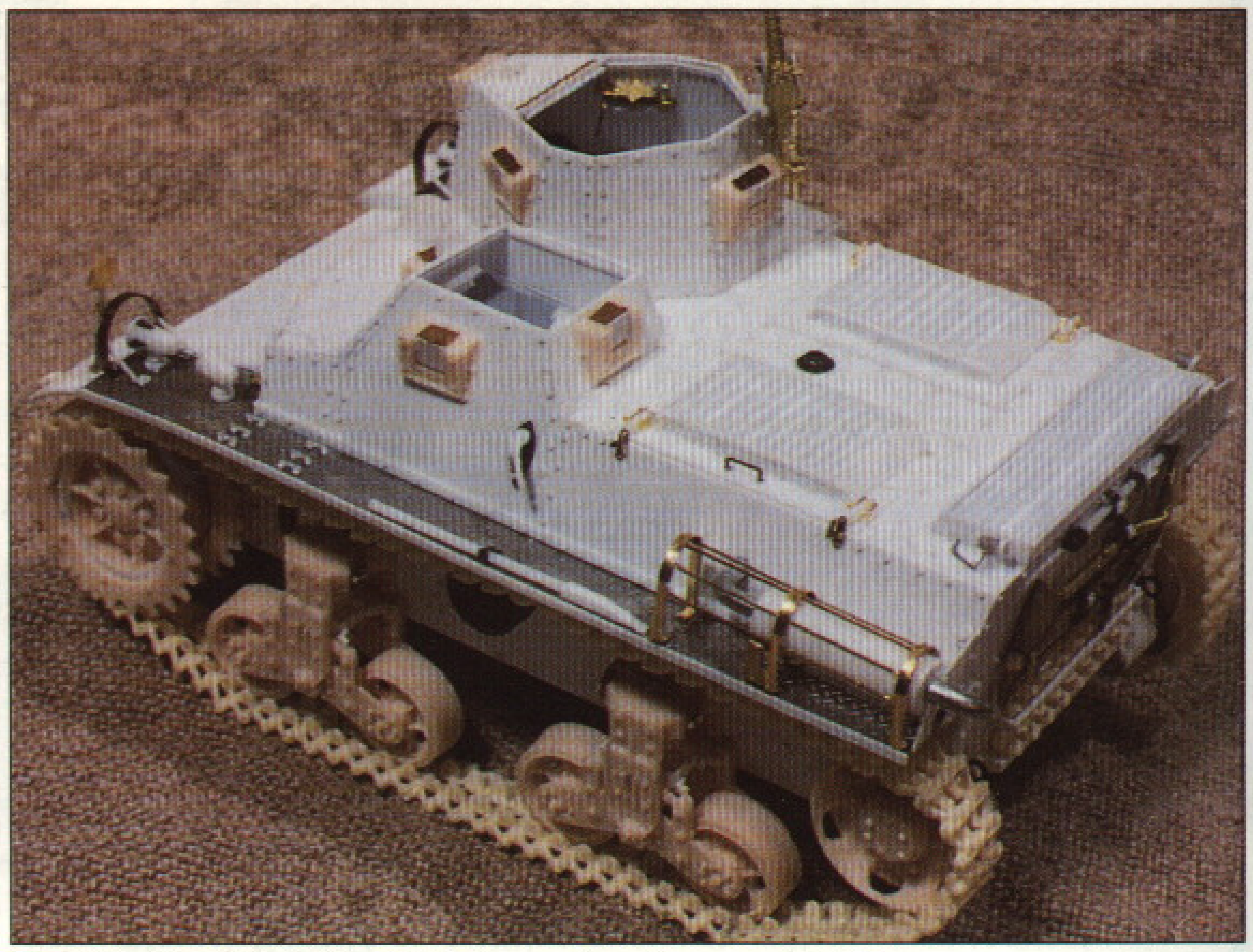
e suspension is added to the hull. Not evident in this view, a small box was nstructed under the hull to ensure that the suspension was level.



Drive sprocket, idler and tracks are added. The return roller came from an Alan Su-76M.



clear view of the right rear hull. Some interior detail was added in the turret since would be partly evident with the figure in place.



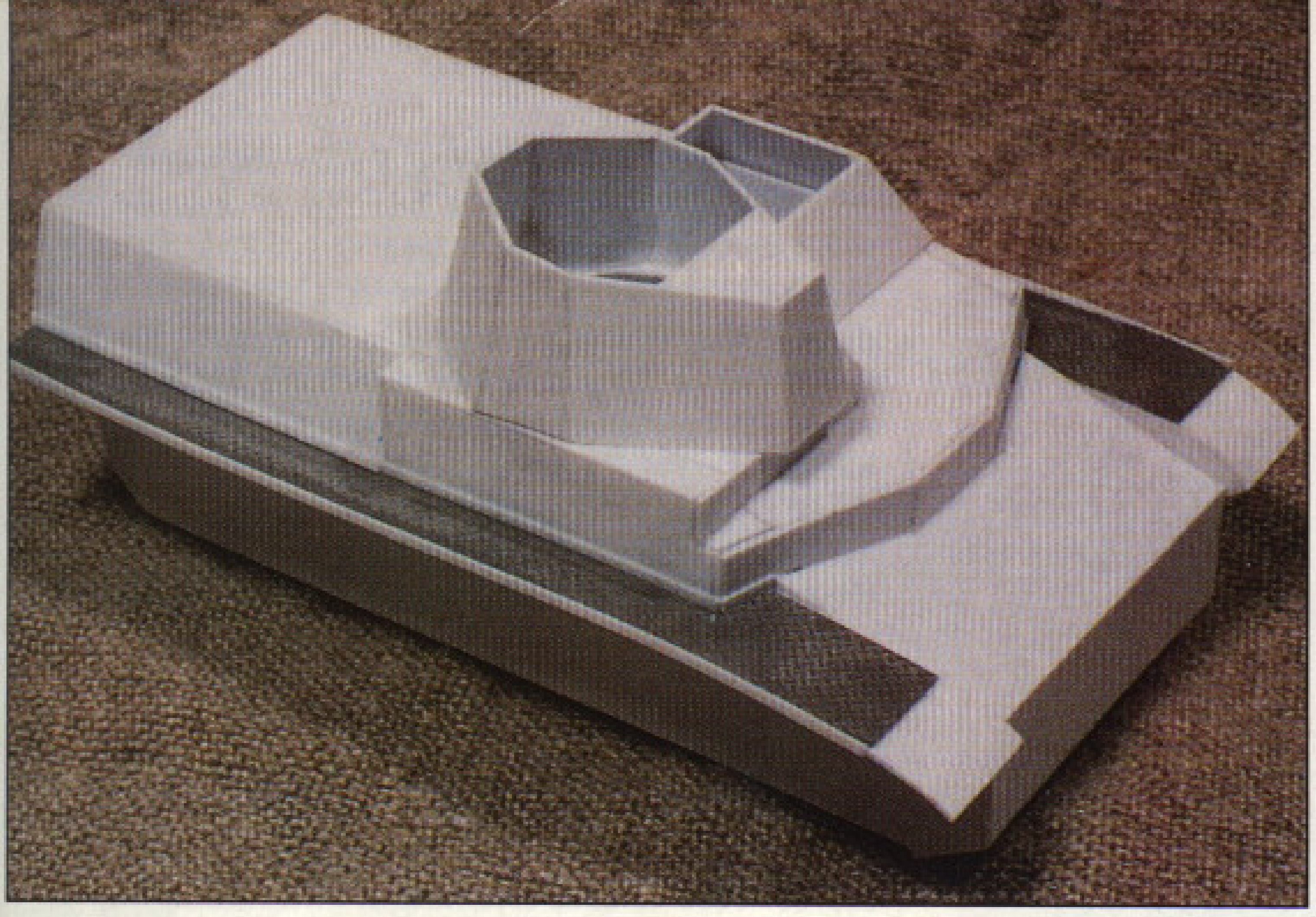
The left side of the hull with basic construction completed.

Planning the Model

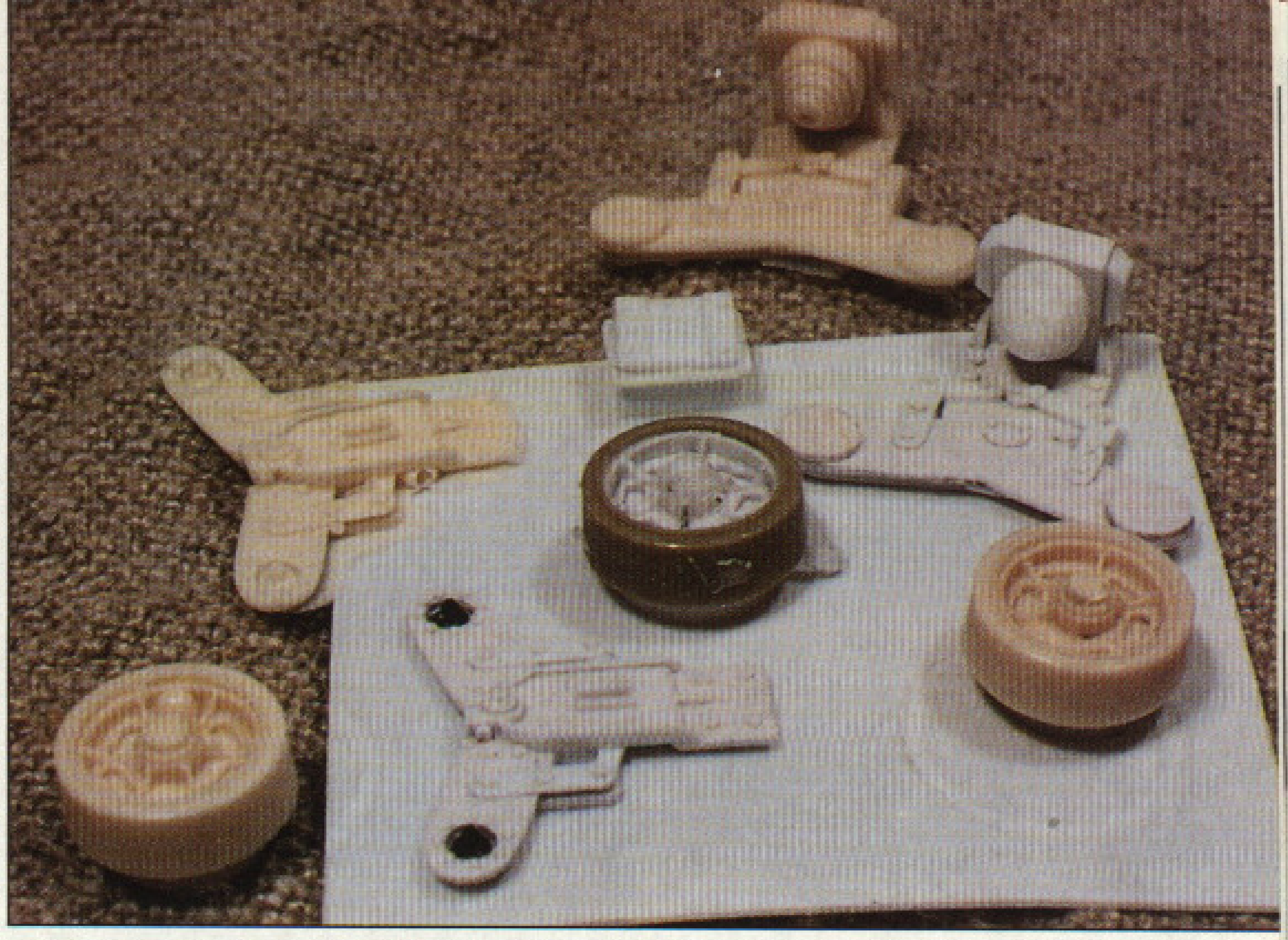
When scratch-building a tank, some advance planning is helpful. One of the early issues is whether or not to resin cast some of the components. At first, I had planned to build each suspension bogie out of sheet plastic. But on closer inspection of photos, I realized that the suspension was much more complicated than I had anticipated. So, instead, I made a master out of sheet plastic.

As long as I was going to be doing RTV moulds of the suspension bogies, I decided to do the idler wheel and drive sprocket as well. Finally, I decided also to do the many vision blocks, as they followed a common pattern. The bogie assembly consisted of two pieces, plus a pair of wheels.

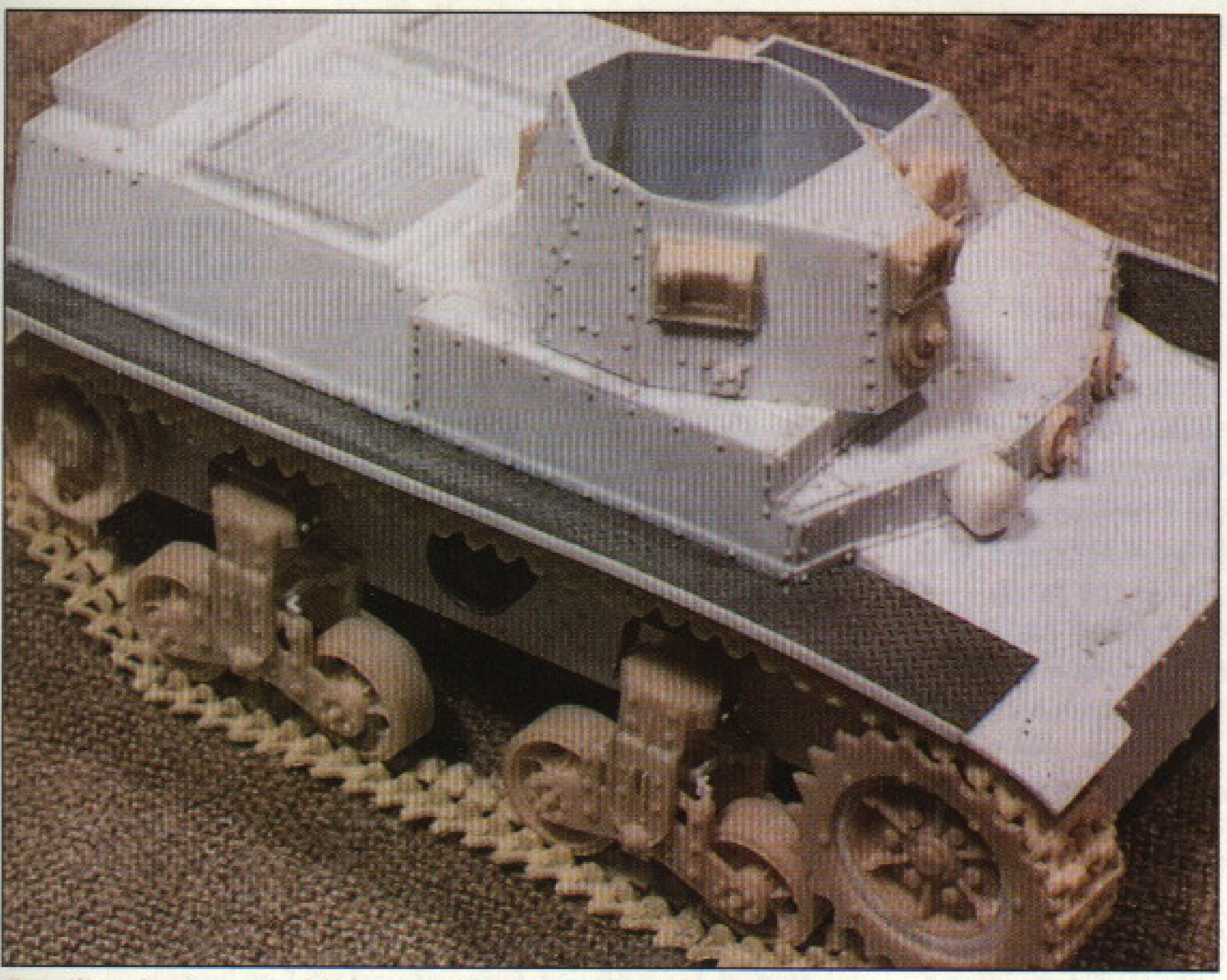
The wheel master began as a 1:72 scale Esci Merkava wheel, suitably modified. The main problem with adapting this wheel was its rather conical shape, a problem with many of the Esci wheels. I usually prepare any moulds and resin parts before tackling the model, as it



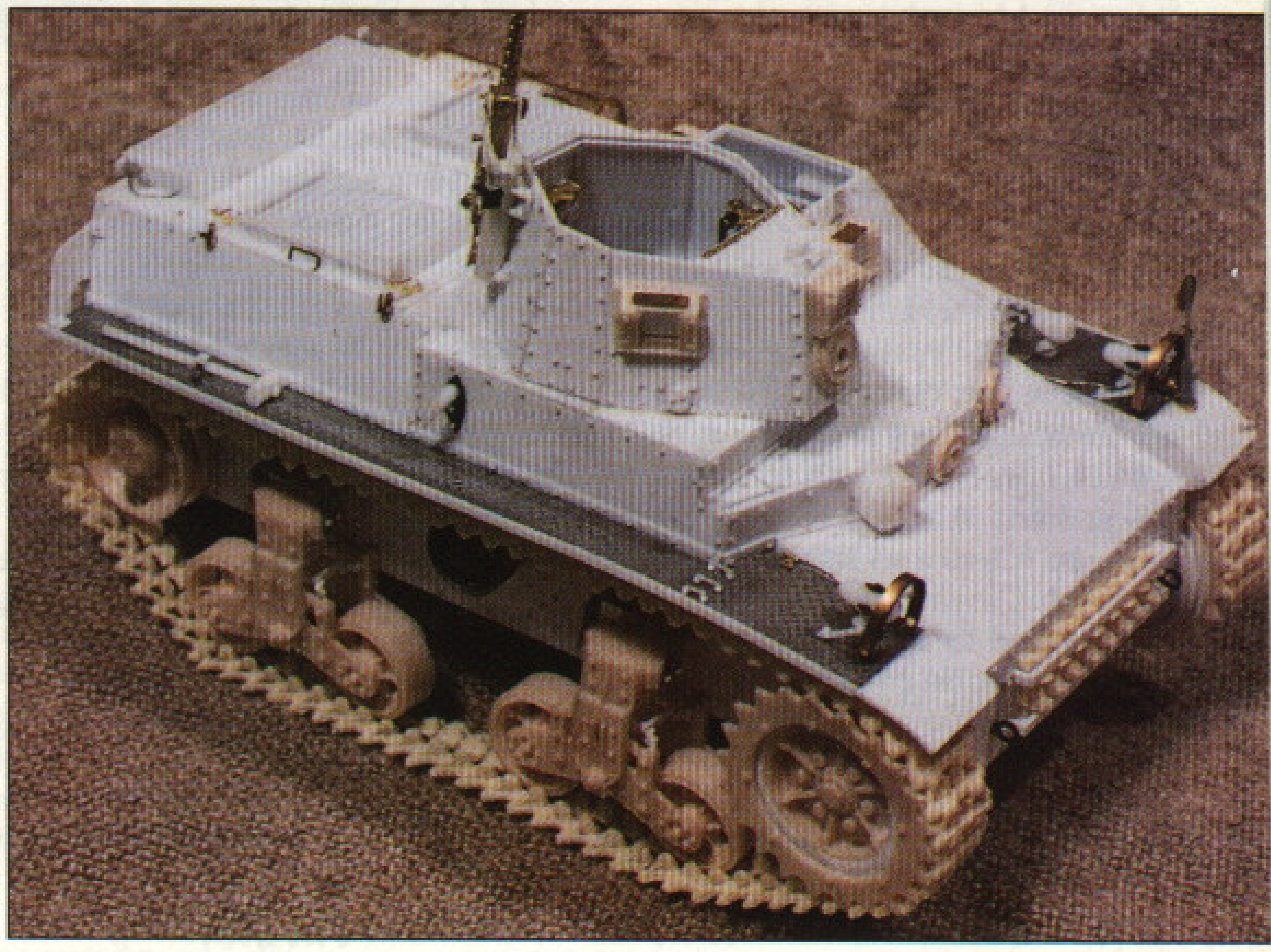
The turret is completed, and the fenders added. The main problem of the turret was to keep the interior clear of bulkheads since the hatch would be left open. The anti-skid material on the mud guards is very evident in this view.



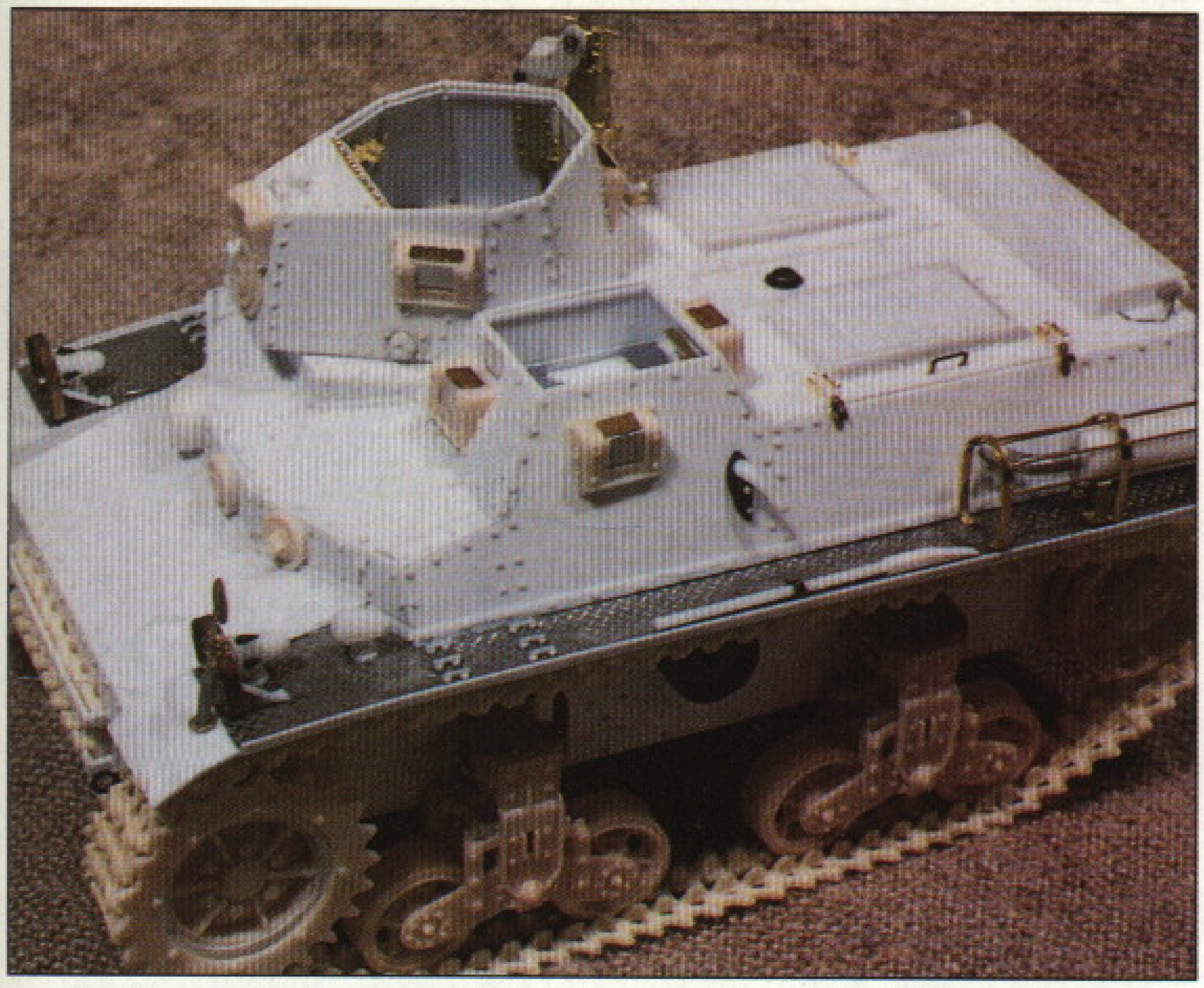
A view of the master for the suspension parts, and some samples of the cast parts. The wheel started life as a 1:72 scale Merkava wheel.

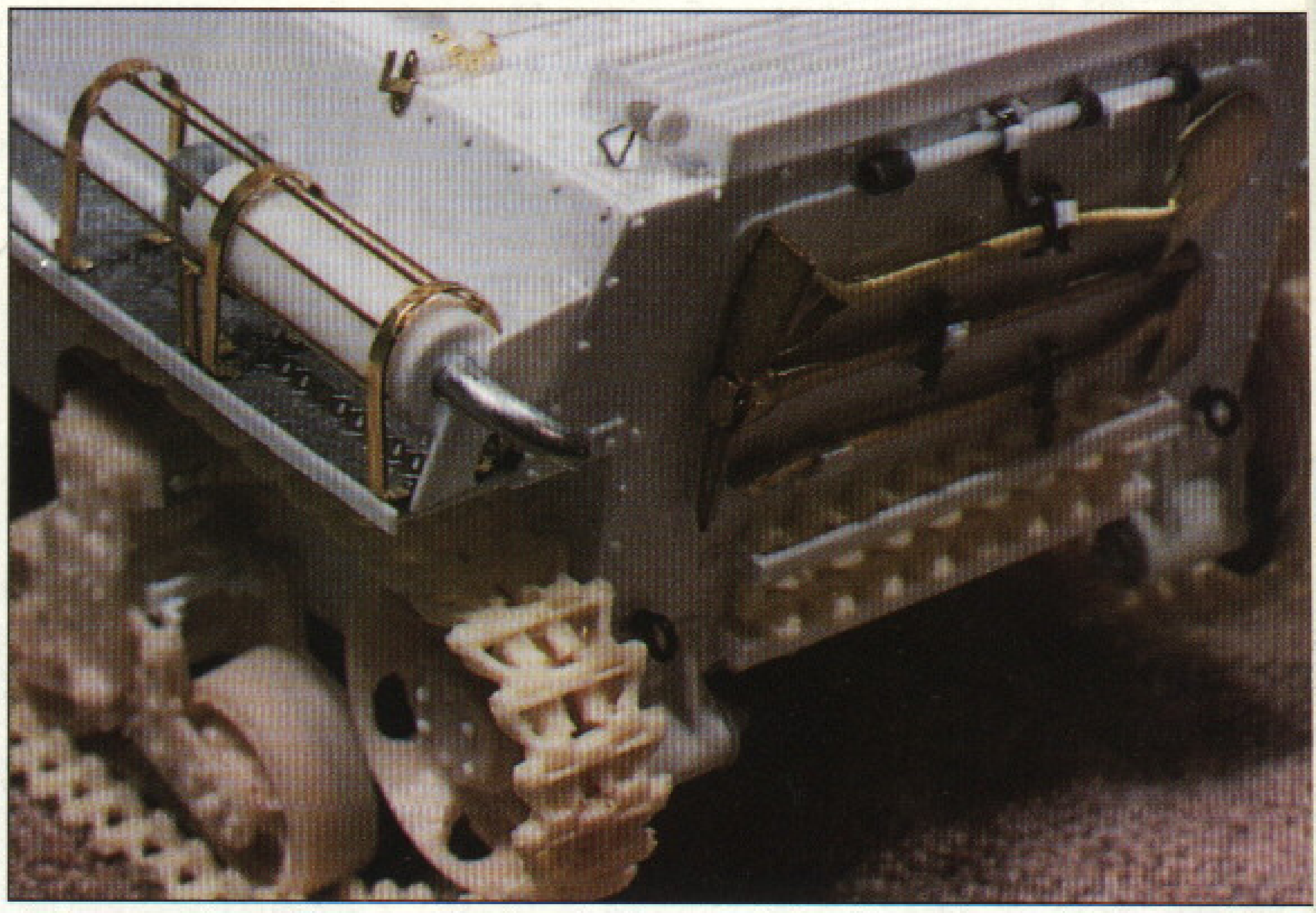


Detailing begins. At this stage, the cast resin pieces were added, along with the rivets.



Final detailing including the external machine-gun, front sirens, tools, and a partial turret interior.



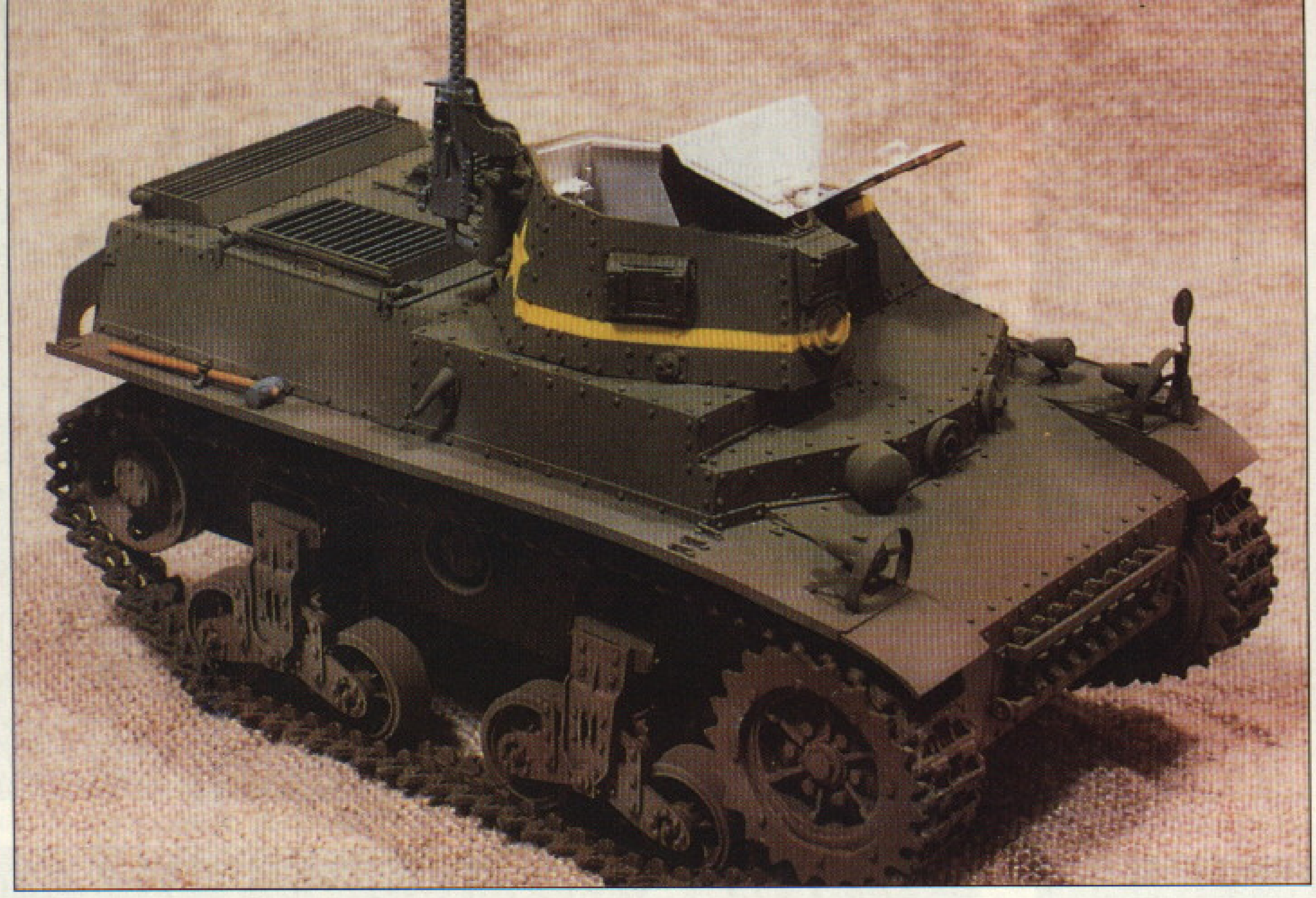


A close-up view of the rear showing the brass tools in place, along with the muffler and protective guard. Notice that all the tools have the appropriate attachment straps made from thin lead strip.

takes some time to cast enough parts.

These days, there is a growing range of casting resins on the market and there are several important features to look for. The resin must be liquid enough to flow easily into the mould. It should have a slow drying time, at least 3 or 4 minutes, to allow trapped air bubbles to be removed. It should be clear before setting to permit air bubbles to be seen and poked out. Finally, I prefer types that consist of resin and hardener that are mixed in a 1-1 ratio, as this makes it much easier than an 8:1 ratio or other odd amounts. With my casting underway, I tackled the hull.

There is nothing particularly special about the basic structure of this model. The T-16 is a relatively simple shape, since it consists mainly of flat plates. I decided to use .20 thou plastic sheet, as this is rigid enough for so small a model. For larger 1:35 scale tanks, .30 thou plastic is desirable. I started with the lower hull, and worked my way up to the superstructure and then the turret. I use liquid cement where the seams will not show.



The basic paint coat. At this stage, the interior has been painted white, the markings have been painted on and reverse masked, and the basic olive drab paint finish has been applied. The suspension and lower extremities have been finished in various earth colours.

For areas where the seams will be evident, I use a cyanoacrylate glue (Zap-a-Gap) with a chemical accelerator. While I don't like working with such glues, they have two principal advantages. They set very quickly, allowing work to proceed much more quickly than liquid cement. Also, on drying, they are excellent gap fillers and so seams can be more easily sanded away.

I decided to place crew figures in my model, so I designed the turret and hull section to permit open hatches.

With the basic hull and turret complete, and all the seams closed and filled, I began the major components. The mud guards had an anti-skid surface. To model this, I laminated a thin sheet of 'On-the-Mark' photo-etched small grid pattern material on to a sheet of .20 thou plastic using Zap-a-Gap. I then attached the fenders, and added the inner faces and trim from thin sheet plastic strip. By this stage, I had prepared a small inventory of cast resin parts for the suspension.

If it does nothing else, casting your own parts makes you far more appreciative of the skill of resin kit manufacturers. It is not easy to cast perfect parts every time. Air bubbles always seem to manage to work their way into every unseen nook and cranny, ruining many parts. In addition, the repeated use of the RTV mould leads to its continual deterioration as small detail is gradually ripped off. I cast plenty of extra parts to make up for the many imperfect attempts.

I debated for some time whether to scratch-build a set of tracks for this model, as the track pattern of the T-16 is rather odd. In the end, I decided to use some Accurate Armour *PzKpfw I* track which I had left over from a recent project where I replaced the resin track with Friulmodel metal track. The *PzKpfw I* track is roughly the right pitch and width, and the guide horns are the proper type. I was reluctant to cast my own track until I build up enough experience in casting complex moulds, and scratch building the tracks would have transformed a simple, fun project into a real chore.

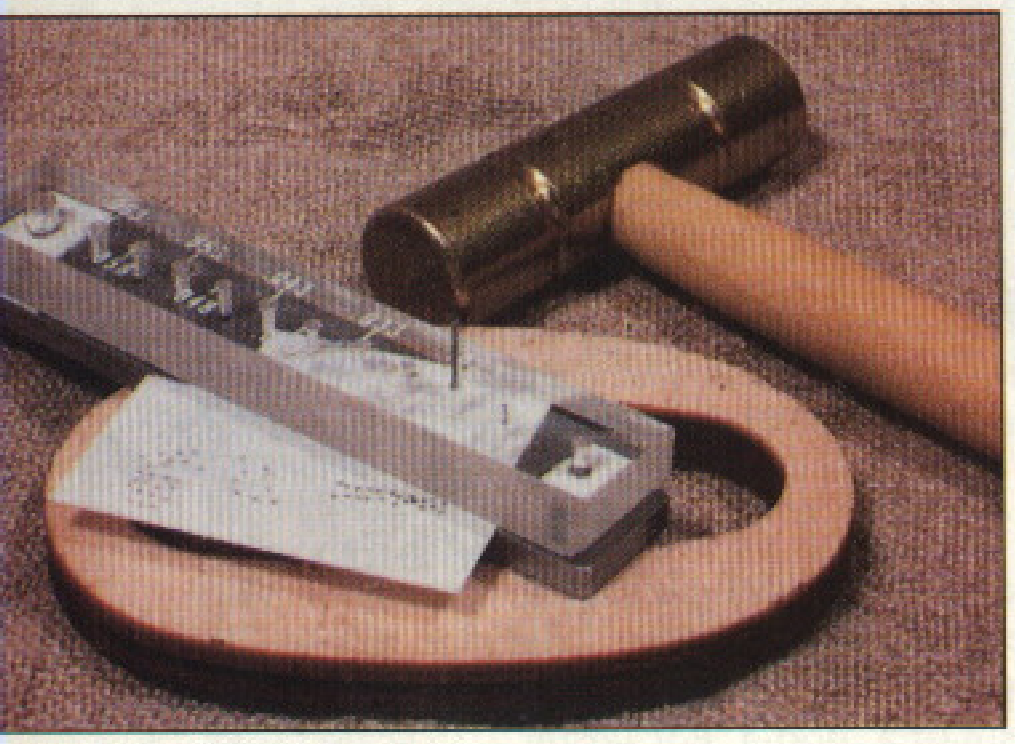
Rivets!

Assembling the suspension was fairly simple and took about two evening's work. This was one of the most satisfying parts of the project, as the tank really began to take shape with the addition of the suspension. The next task was one I did not look forward to doing - rivets! Rivets are the bane of armour modellers, much as rigging is for World War I biplane modellers. The Marmon Herrington actually used sheet metal screws for much of its assembly rather than true rivets, but reproducing them in scale is much the same.

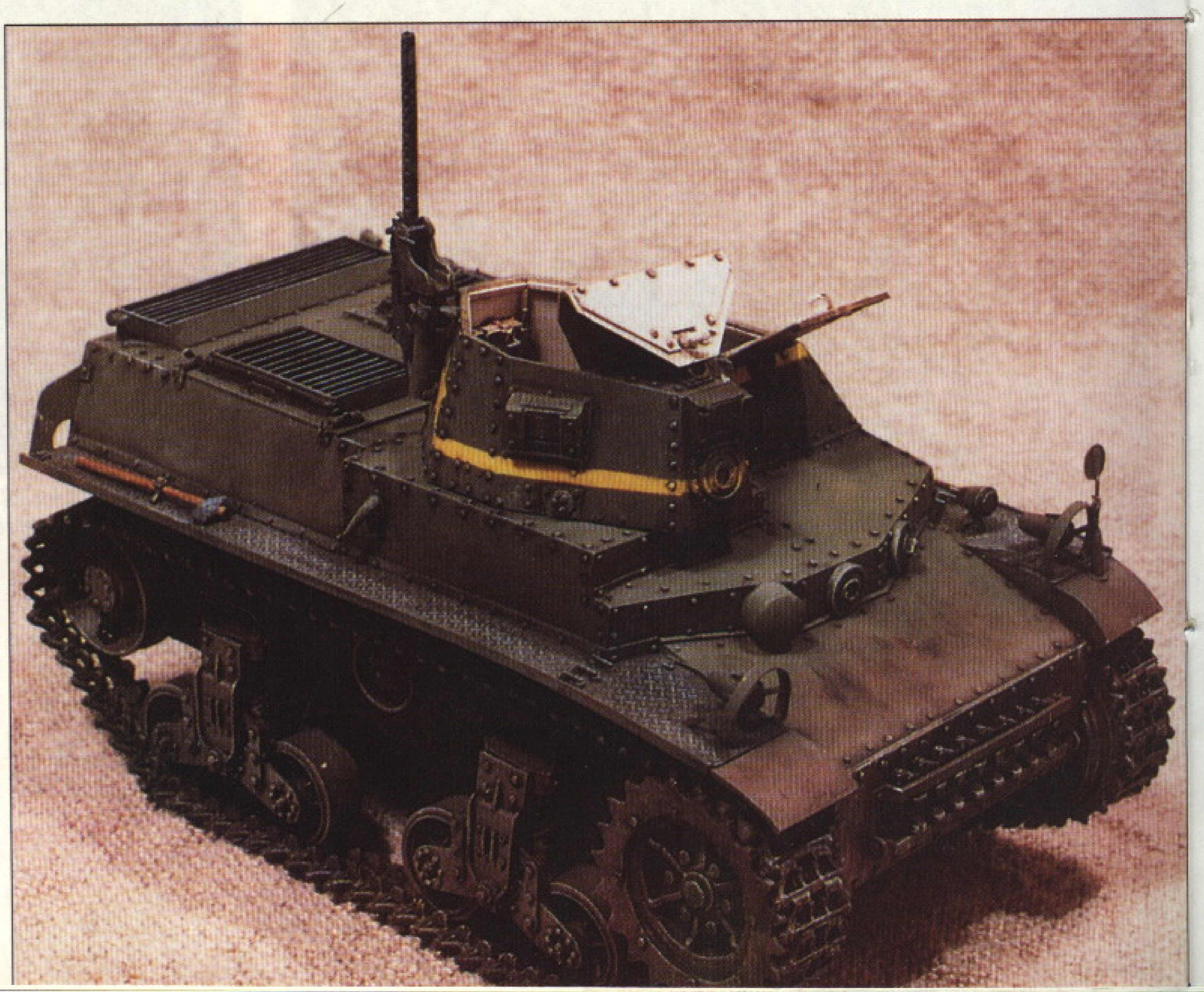
As I have mentioned here before, the most satisfactory way to produce hundreds of identical rivets is to use a punch and die set. I use the Waldron Model Products Sub-Miniature Punch and Die set. I punched the rivets out using .10 thou sheet plastic, and I used the smallest size punch, .018 inch. A few suggestions are in order if following this technique. First of all, it is a good idea to elevate the die off the work surface. If the die is directly on the work surface, there is the tendency to punch the rivet down into the table top or work board, crushing it and damaging the table top. I put the die on a slightly raised surface. I had been using an old wooden mitre box, but lately I found a small wooden letter 'O' intended for house numbering that works well since it stops the rivets from flying around. This is a very tedious process, since it takes a few hours to punch out the hundreds of rivets needed even for a small tank such as this one.

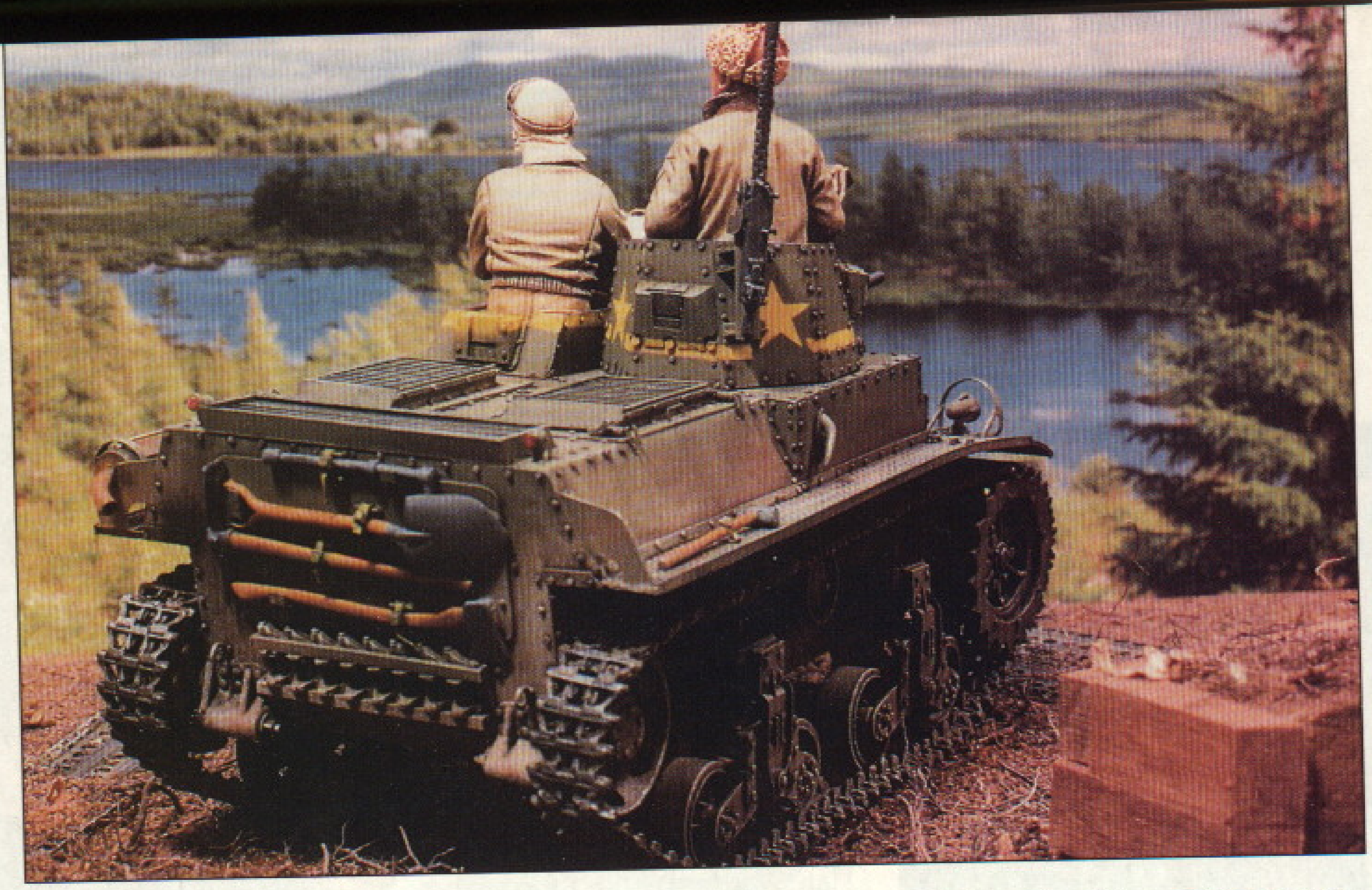
Having built up an inventory of rivets, I proceeded to attach them to the model. The one technique to avoid is applying liquid cement directly to the model's surface. Even if you cut down the brush so that it has a finer tip, it is impossible to control the amount of liquid cement that flows onto the model. The result is a blob of liquid glue surrounding the rivet. The preferred approach is to put a drop of liquid glue on a non-porous surface. I use a worn out, single-sided razor blade. Then, using a sharp No.11 blade in my hobby knife, I pick up a rivet on the sharp tip of the blade, dip it into the drop of liquid cement, and then transfer the rivet on to the model. This takes some practice, but I find it is the best way. Incidentally, this technique is a very good way to attach other very small parts to tank models to control the amount of glue that reaches the surface. It took me an entire evening to put rivets on the tank.

With the tank 'riveted' together, I began to add other details. The rear engine deck has three prominent grilled vents. To make uniform grilles, I use a laminate method. I make the slats themselves from pre-cut strips of .10



The author's Waldron 'punch and die' set used as described in the text. Waldron Model Products, PO Box 431, Merlin OR 97532 USA. Tel: (541) 474-1159.





thou plastic sheet, in this case Evergreen .10 thou x .60 thou strip. I cut a bunch of these to roughly the proper length. I then determine the gap between the slats. In the case of this model, I used .20 thou x .20 thou Evergreen strip to create these spacers. These spacers keep the distance between the slats even. I then laminate a slat with a spacer, another slat, another spacer, etc., until the proper length is reached. It is a good idea to glue these down on a piece of backing sheet to keep them even. Once dry, I trim the edges of the grilles to make them even, and then add the combing around them.

The Marmon Herrington light tank is relatively simple once the grilles and rivets are completed. The muffler on the left side has an unusual guard which I made up from strips of thin brass sheet and brass wire. The externally mounted machine-gun mount is plastic, while the Browning machine-gun itself is from the Collector's Brass series. I also used Collector's Brass tools on the hull rear, though similar items from the spares box are a less expensive alternative. I used a few pieces of photo etched brass from my growing collection of left-overs from earlier projects.

Markings

I decided to complete my Marmon Herrington in the markings of the 602nd Independent Tank Company which was attached to the 135th Infantry Regiment of the Missouri National Guard on Umnak Island off the Alaskan coast in the summer of 1942. This used the standard markings of the period, a set of yellow stars and bars.

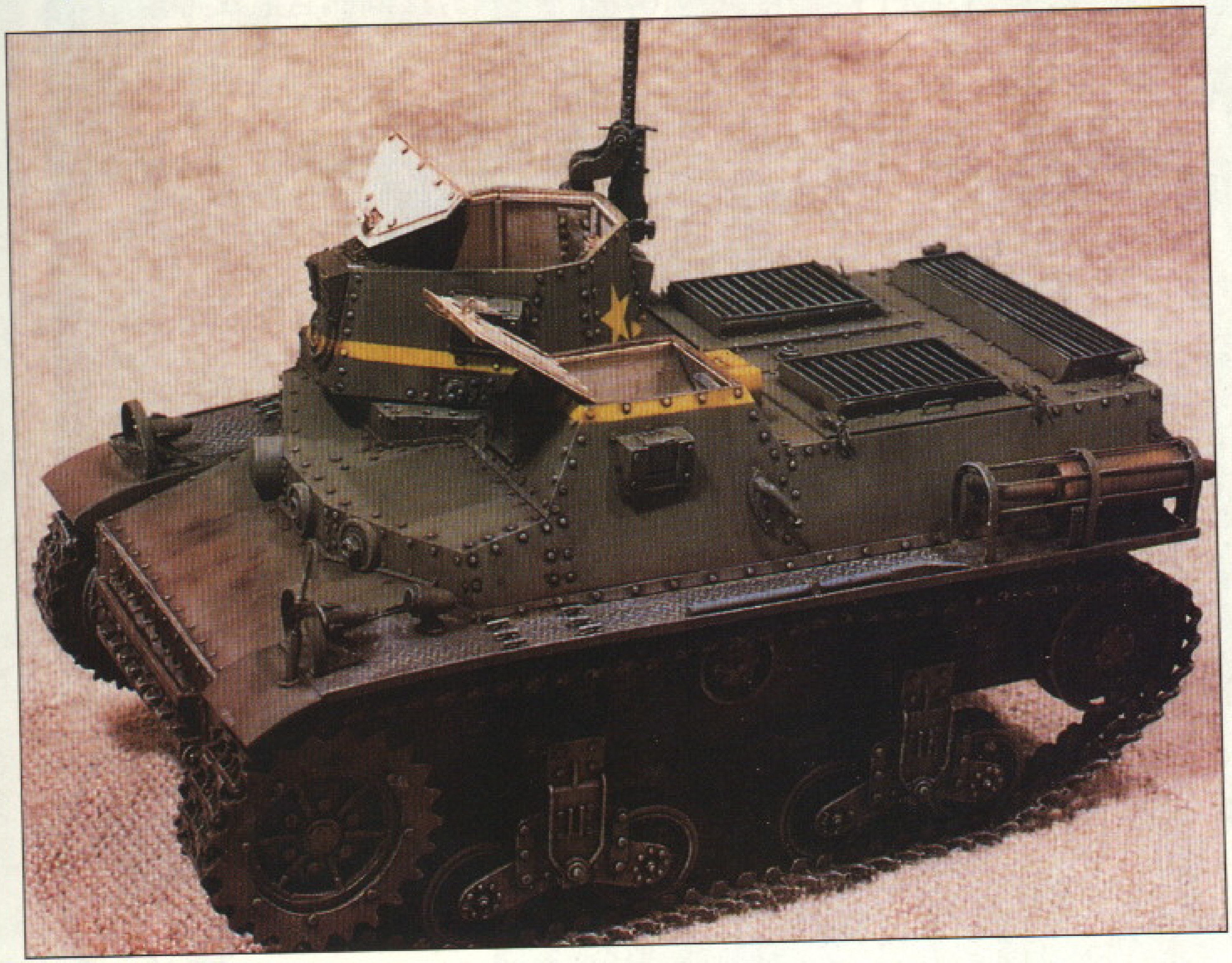
The Marmon Herrington light tanks do not appear to have carried formal US Army serial numbers, nor were other tactical markings evident from extant photos. The stars and bars have to cover a large number of rivets and other detail, so I didn't think that conventional water-slide decals would work very well.

I decided to use reverse masking. I began by spraying the areas with the markings with Tamiya yellow acrylic paint. This didn't have to be too neat so long as it covered the necessary areas. Once it was dry, I cut some thin strips of Frisket and a pair of Frisket stars, and placed these in the appropriate position. Frisket is a type of thin, self-adhesive plastic sheet sold in art stores for illustrators to use in masking paper art work. Other types of masking material could also be used, but Frisket paper is easier to control than normal masking tape, and its weak adhesive is less likely to peel up the paint when it is removed after the main colour has been applied.

Painting and weathering

With the Frisket markings in place, I painted the model in the base colour. For wartime US olive drab, I usually mix up Tamiya Olive Drab and Tamiya Panzer Yellow acrylics. The olive drab straight out of the bottle is much too dark, especially after a dark wash is applied over it. For the suspension area, a couple of earth colours were used.

Once the base colours were dry and the Frisket masks for the markings removed, I began weathering the model. I used a basic thin wash of mineral spirits and Winsor & Newton Raw Umber oil paint, and then went back and applied a denser solution with a fine brush in specific areas such as the rivets, crevices, and other details. I used a dense wash of Winsor & Newton black and mineral spirits in the grilles. The small detail items were finished out using Andrea acrylics. The wooden handles of the tools then were treated to some scoring with dark red brown oil paint wash. Once the washes were dry, I gave the model a coat of Testor's Dullcote to get a uniform flat effect. Once this was dry, I picked out some metallic detail with powdered graphite from a drafting pencil sharpener.



The model with the initial weathering. This weathering consists mainly of an overall wash, followed by some detail washes.

The crew

I worked on the crew for this tank before finishing the painting. The crew was inspired by photos of the Umnak tanks, which showed tankers wearing Rabbit fur caps. The figure in the turret is a standard Verlinden US tanker figure, but with the head removed and replaced with one from their German Head set No. 8 with fur caps. Remember to remove the German eagle! The driver figure is from the recent Nemrod US tankers in the Ardennes set. I painted both figures with acrylics, with the final detailing in oil paints.

Scenic base

The base consists of a plastic sheet painted with acrylic texture gel. Rather than the usual flat base, I added some depth by constructing a small earth retaining wall in the background from some timber. The earth behind the retaining wall is made from florist foam, which is a type of styrofoam sold in arts and crafts shops for floral decorations. It has a finer texture than normal styrofoam, and is very easy to cut and shape.

I added further ground texture from some dried tree roots, model railroad ballast, and some Hudson & Allen forest litter.

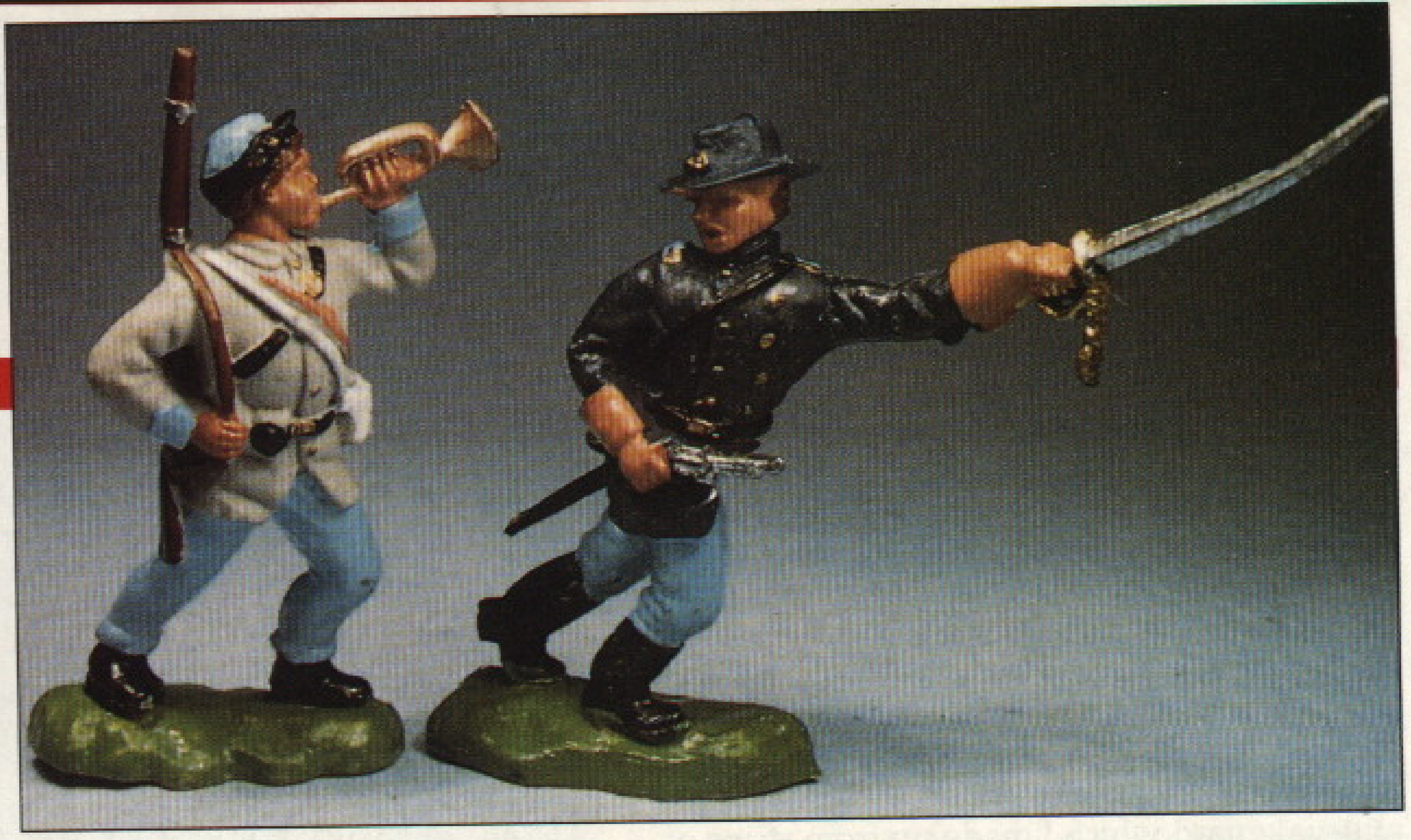
A common sight around bases in Alaska was PSP (Pierced Steel Planking) which was used to cover particularly soft ground. I used four pieces of photo-etched PSP from the Eduard sets to add a little interest to the base. Finally, the crushed barrel comes from the extensive range of scenic accessories produced by Armand Bayardi.

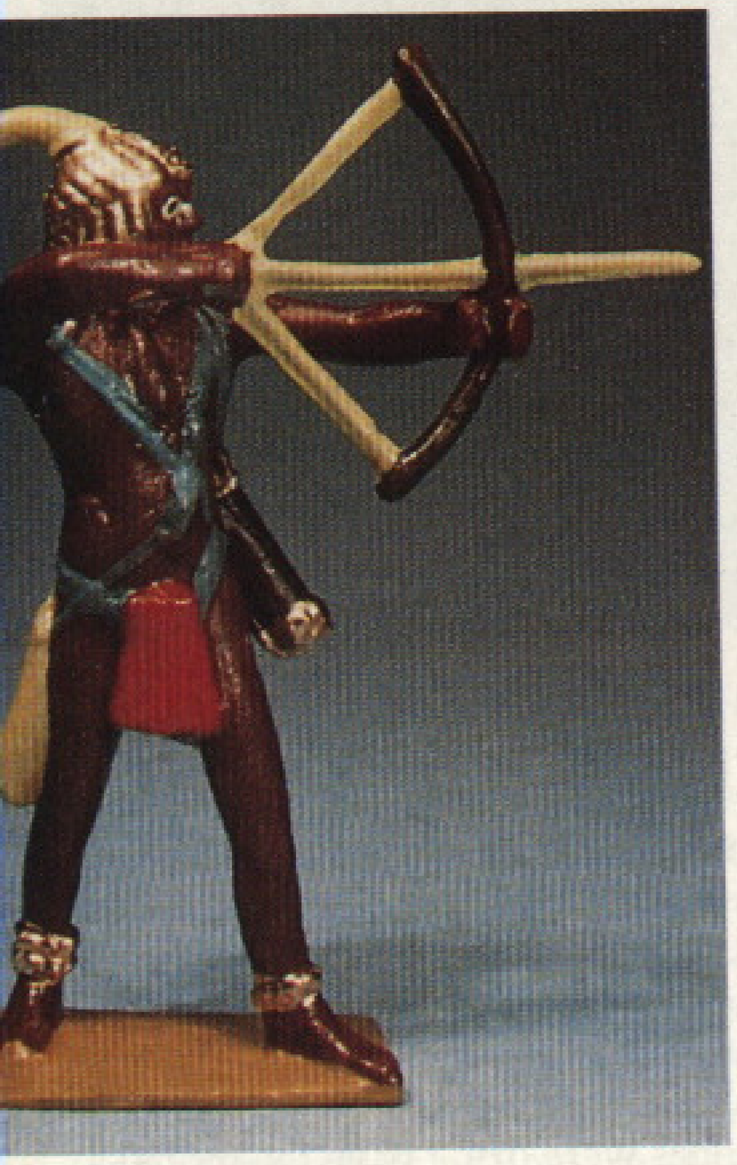
Overall, this was an entertaining project and I was very pleased with the results. While many readers may not wish to go so far as to scratch build their next armoured vehicle project, I hope that some of the techniques I described here will be useful in detailing and conversion projects. ■

SOLDIER BOX

For collectors of toy soldiers with Stuart Asquith

TOY SOLDIERS





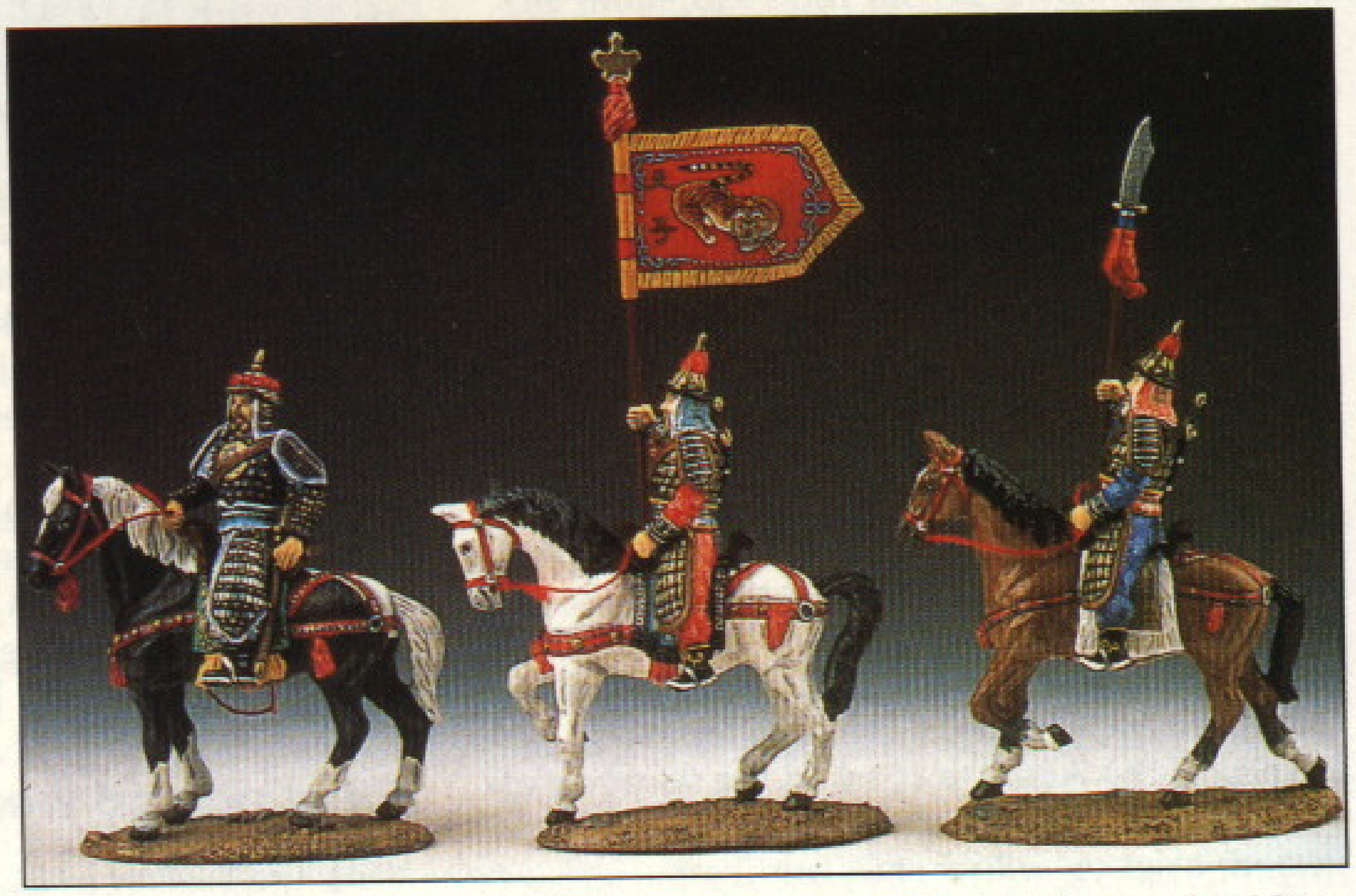
RIGHT: American Civil War infantry, just one of the many ranges of plastic figures which are available from Marksmen Models.
LEFT: A casting of Britain's Togoland warrior from Soldier Pac.

WWI Germans

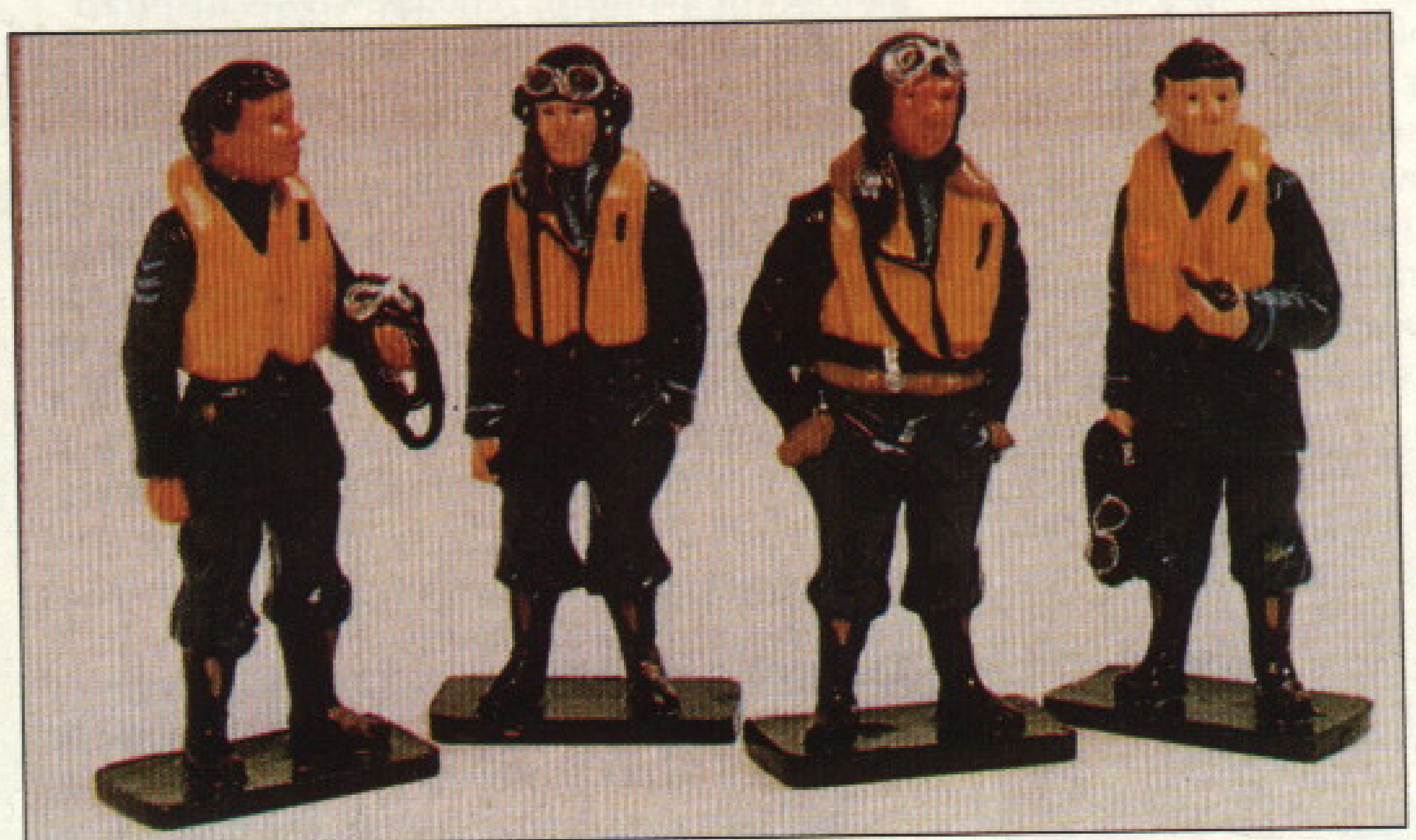
Seabea Miniatures (26 Leicester Way, Leegomery, Telford, Shropshire TF1 4UT, tel: 01952 260395) offer a range of traditional toy soldiers which includes a set of First World War German infantry. These are depicted as late war figures and form a typical trench raiding party.

Togoland Warrior

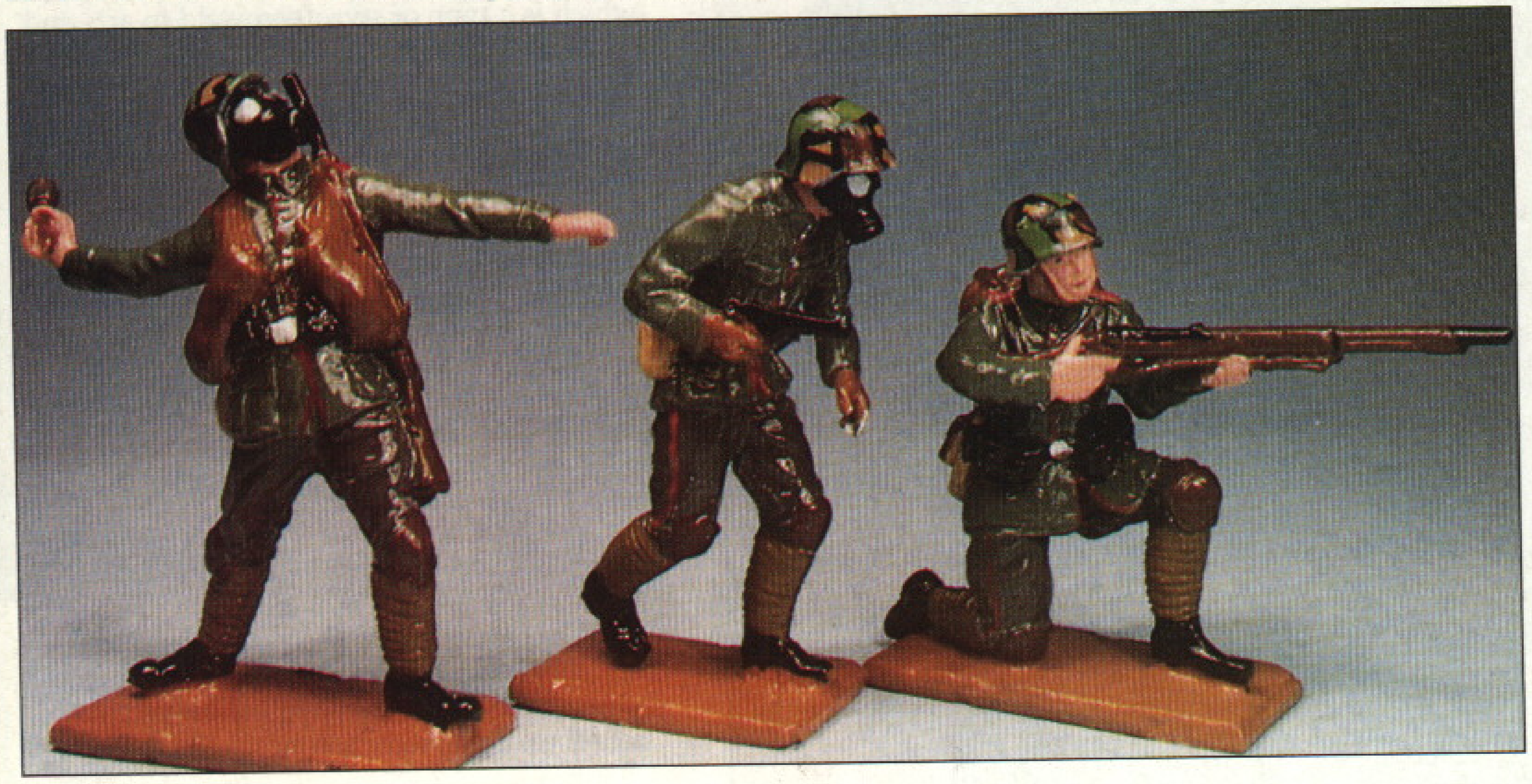
Soldier Pac (2 Holland Drive, Muxton, Telford, Shropshire TF2 8RA, tel: 01952 676822) is licensed to Britain's Petite Ltd and reproduces recast (from originals) William Britain figures and spares produced between 1893-1969. One unusual item tucked away in their list is a casting of Britain's Togoland warrior (F24 £1.50). The right arm and drawn bow are produced as a separate casting from the main figure. The warrior was originally produced by Britains as a set of eight figures (Reference 202) from 1922 to 1959. Also new from Soldier Pac, a range of nine spare infantry back packs; Waterloo, French (three styles), Russian/German, American, Austro-Hungarian, Italian and Prussian. All are to Britain's scale and can be glued or soldered into place to make interesting figure conversions. Most of the packs are from the 1890-1920 period and they are 20p each.



King & Country UK have started a new range 'The Silk Road'. Depicted here (left to right) are a mounted Manchu officer, a Chinese flag bearer and a Chinese lancer.



ABOVE: A tribute set of four Battle of Britain fighter pilots by BFM Collectables.
BELOW: A German WWI trench raiding party by Seabea Miniatures.



American Civil War

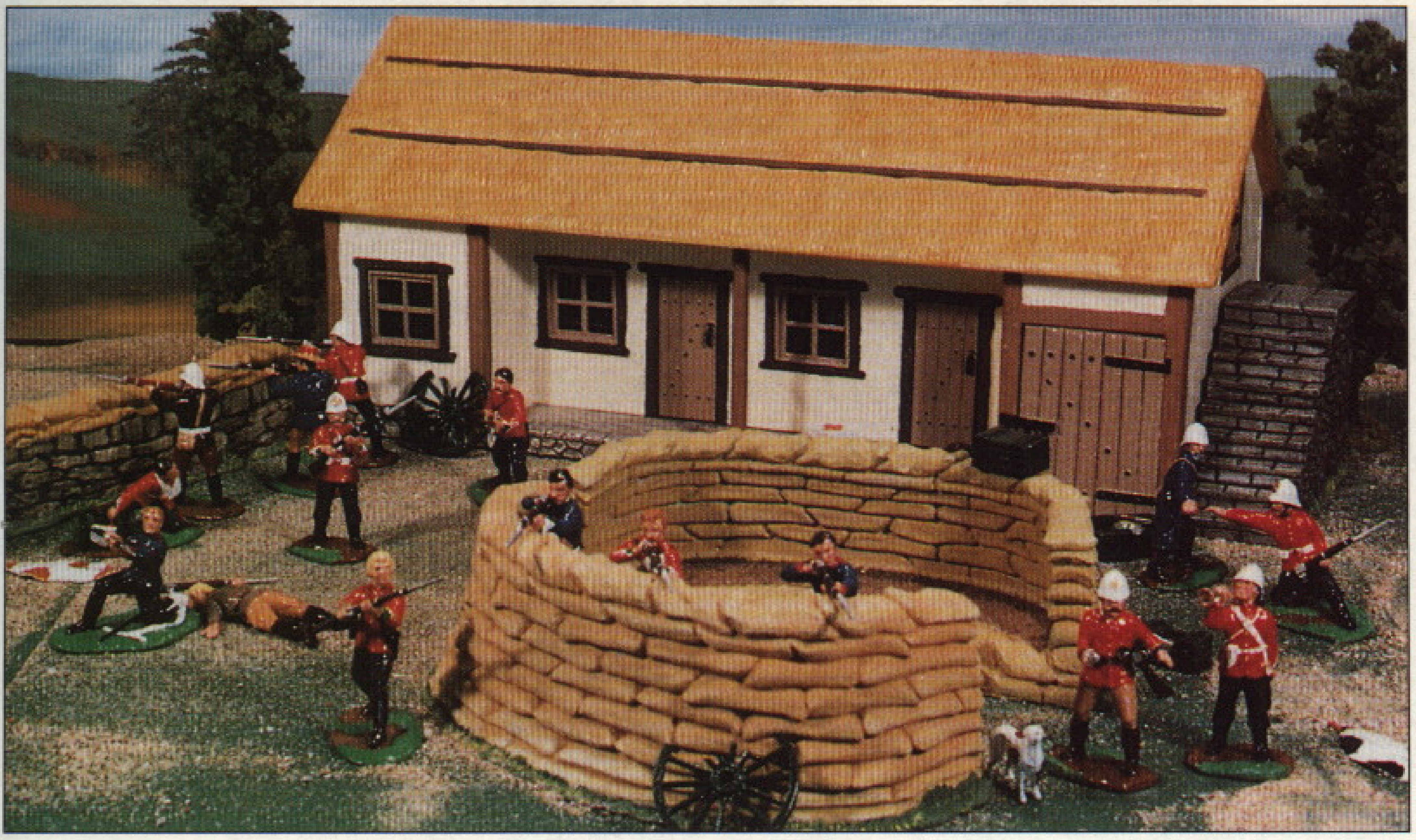
Marksmen Models (7 Goldsmith Avenue, London W3 6HR, tel: 0181-992 0132) can supply a number of ranges of plastic figures which they import from by various manufacturers such as Return of the Hero, Marx, BMC, Ideal, MPC, Reisler, Classic Toys, Reamsa, Imex, Jecsan, Oliver, Accurate, Cherilea, Call to Arms and GPS. The figures illustrated are from the American Civil War period by Cherilea and are supplied in a choice of four poses and painted as Union or Confederate troops at £1.99 per figure. UK postage and packing is 10%.

Tribute to the 'Few'

A set of four figures has been produced by BFM Collectables (PO Box 69, Fleet, Hants GU13 9YN, tel: 01252 614367) as a tribute to two local brothers, Tony and Pat Woods-Scawen, who were fighter pilots during the Battle of Britain. The set features the two brothers plus two other pilots, a historical certificate and copy article, along with a group photo. The price is £24.95.

The Silk Road

King & Country UK (20 Rockingham Way, Portchester,



The store house at Rorke's Drift, a limited edition set from Trophy Miniatures Wales Ltd.

Fareham, Hampshire PO16 8QS, tel:01329 233141) have started a new range in their connoisseur series. Entitled, 'The Silk Road', this new range reflects the fact that for centuries trade flourished along this caravan route which ran from China across central Asia and into Europe and presents studies of some the people who used and defended the road. Examples from this range include an elephant (SR1 £299.95), Chinese lancer (SR2 £34.95), Chinese flag bearer (SR3 £39.95) and a mounted Manchu officer (SR4 £34.95).

The Zulu War

Trophy Miniatures Wales Ltd (Unit 4, Vale Enterprise Centre, Hayes Road, Sully, Penarth, South Glamorgan CF64 5SY, tel: 01446 721011) have produced a numbered edition set of figures and other items to represent the store house at Rorke's Drift during the Zulu War 1879. The set includes a facade of the store house, a two-piece mealie bag redoubt, sections of stone walling and a selection of battle debris. There are 16 figures, all representing personalities who fought at the action - Lieutenants' Chard and Bromhead, Colour Sergeant Bourne, Lieutenant Adendorf, Assistant Commissariat Byrne, etc. (Note: Trophy Miniatures have asked me to point out that they are looking for some more 'out painters' to assist them in handling their ever expanding production. If you fancy painting toy soldiers in the comfort of your own home, contact Len Taylor.)

Magazines

Old Toy Soldier: The Journal for Collectors Volume 21 Number 3. FAO Schwarz Elastolin; The 25pdr; American Dimestore - Flagbearers; Collector Castles; Fred W Whisstock; Polo Players: Composition Soldiers and Cigarette Cards. Published quarterly by OSTN Inc (209 North Lombard, Oak Park, Illinois 60302-2503 USA). Sample copy $3, rates for one year (four issues) $25 USA, $35 first class mail - US/Canada/Mexico, $42 overseas air mail, $25 overseas surface mail.

Plastic Warrior, for the collector of old and new 54mm plastic figures No 62. A-Z of Timpo - The Vikings; Deetail Civil War; Converter's Corner; Interview with Ally Gee (2), etc. The annual subscription (unchanged since 1992) is £15. Details Plastic Warrior, 65 Walton Court, Woking, Surrey GU21 5EE. ■

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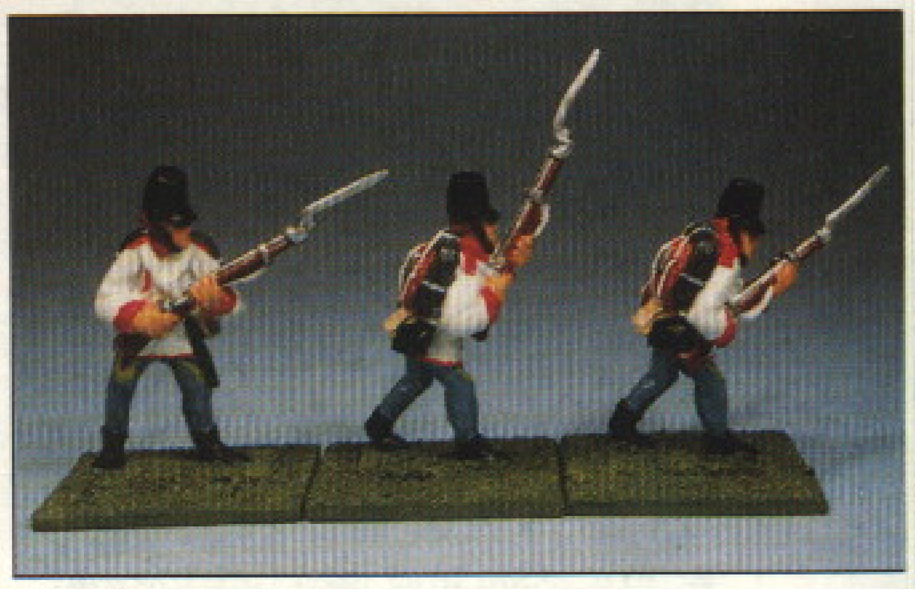
BSERVATION POST

NEWS FOR WARGAMERS BY STUART ASQUITH

Ready made 20mm resin building, Arnhem house, from the Queen's Hussar. 2. Firing Line Miniatures 25mm ACW Confederate artillery.

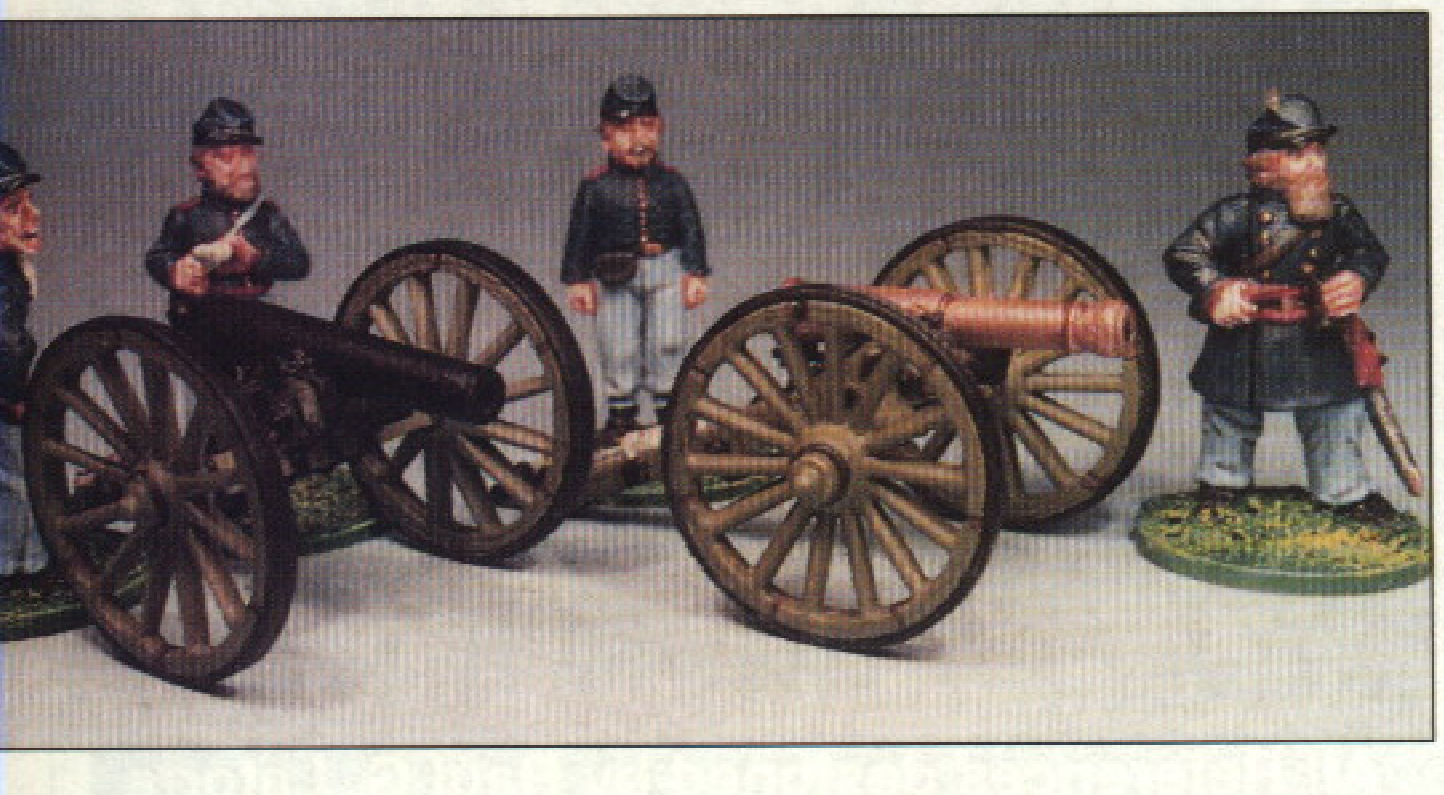
ABOVE: Dixon 25mm American Civil War infantry.
BELOW: Valiant Miniatures 25mm 1859 Hungarian infantry.



ABOVE: Brush Strokes Napoleonic rivate of the 95th Rifles.
BELOW: Wargames Foundry Reno's Raiders.

Redoubt Enterprises 25mm American Civil War figures.

ABOVE: Firing Line Miniatures 25mm ACW Confederate artillery.
BELOW: Union artillerymen from Wargames Foundry.



New Building Range

The Queen's Hussar (32 Jubilee Avenue, Headless Cross, Redditch, Worcestershire B97 5HE, tel: 01527 545101) now offer a range of 20mm ready assembled WWII resin buildings. The latest releases include a Russian house and an Arnhem ruined cottage.

Firing Line Miniatures

Firing Line Miniatures (78 Bull Green Road, Longwood, Huddersfield, West Yorkshire HD3 4XW, tel: 01484 655124) offer a nicely produced range of 25mm ACW infantry, with 20 castings to date, all with separate heads.

Dixon ACW

Dixon Miniatures (Spring Grove Mills, Linthwaite, Huddersfield, West Yorkshire HD7 5QG, tel: 01484 846162) continue to add to their range of 25mm ACW figures. The latest releases include infantry in frock coat or sack jacket.

New From Foundry

Wargames Foundry (The Foundry, Off Doyle Road, St Peter Port, Guernsey, Channel Islands GY1 1RG, tel: 01481 714241) now have artillery items in their ACW range with a run of six artillerymen in shell jackets and six more in shirt sleeves and sack coats, along with five artillery pieces. Foundry also have "Reno's Reinforcements" added to their 28mm figures of the Indian fighting cavalry of the Plains Wars. These are accurate representations of the men, costumes, weapons and equipment worn in action on the plains in the 1870s.

Brush Strokes

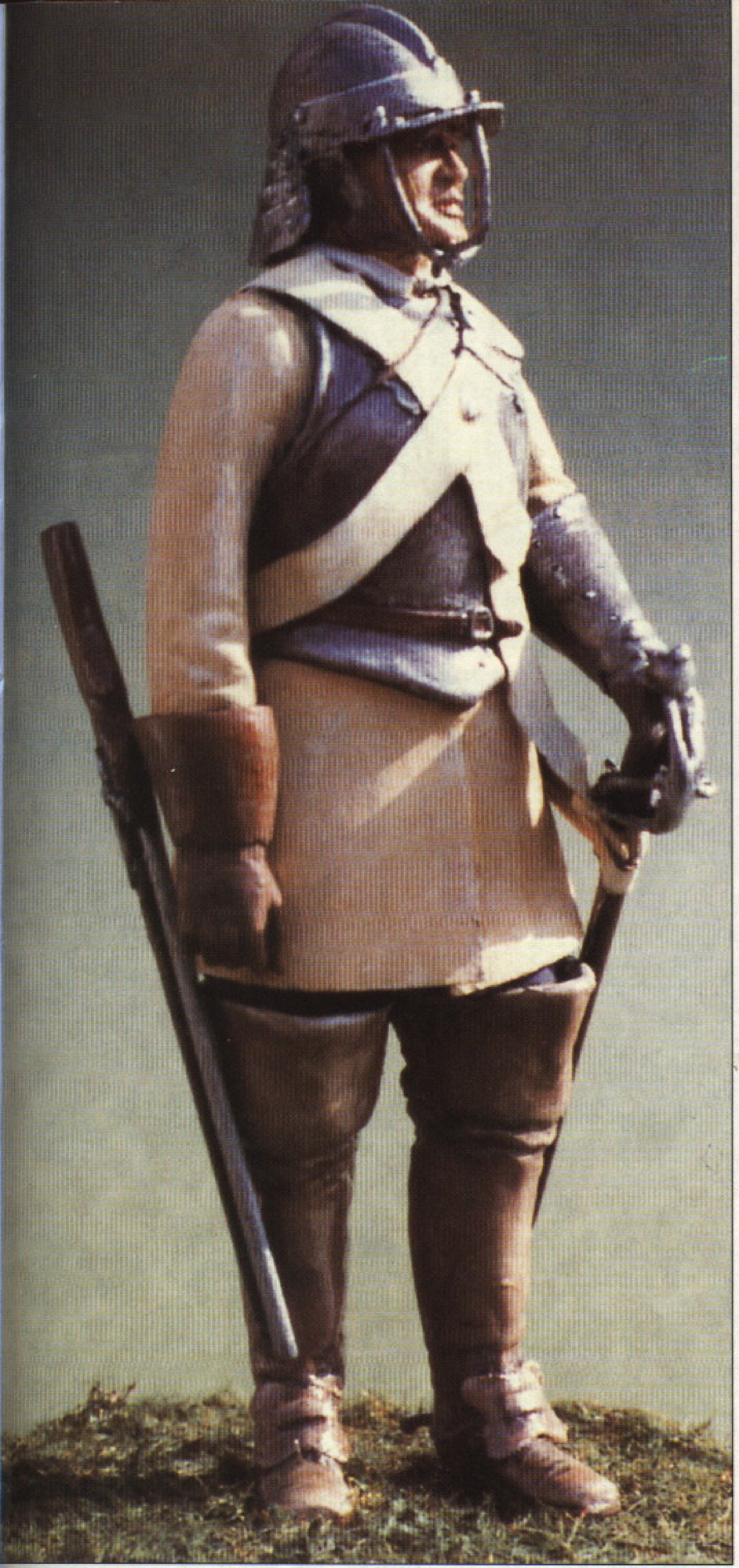
Brush Strokes (Paul Baker, 38 Southend Crescent, Eltham, London SE9 2SB, tel: 0181-850 9385) offer a first class figure painting service as the photo of the Napoleonic private of the 95th Rifles reproduced here demonstrates. Send an ssae for full details of prices, etc.

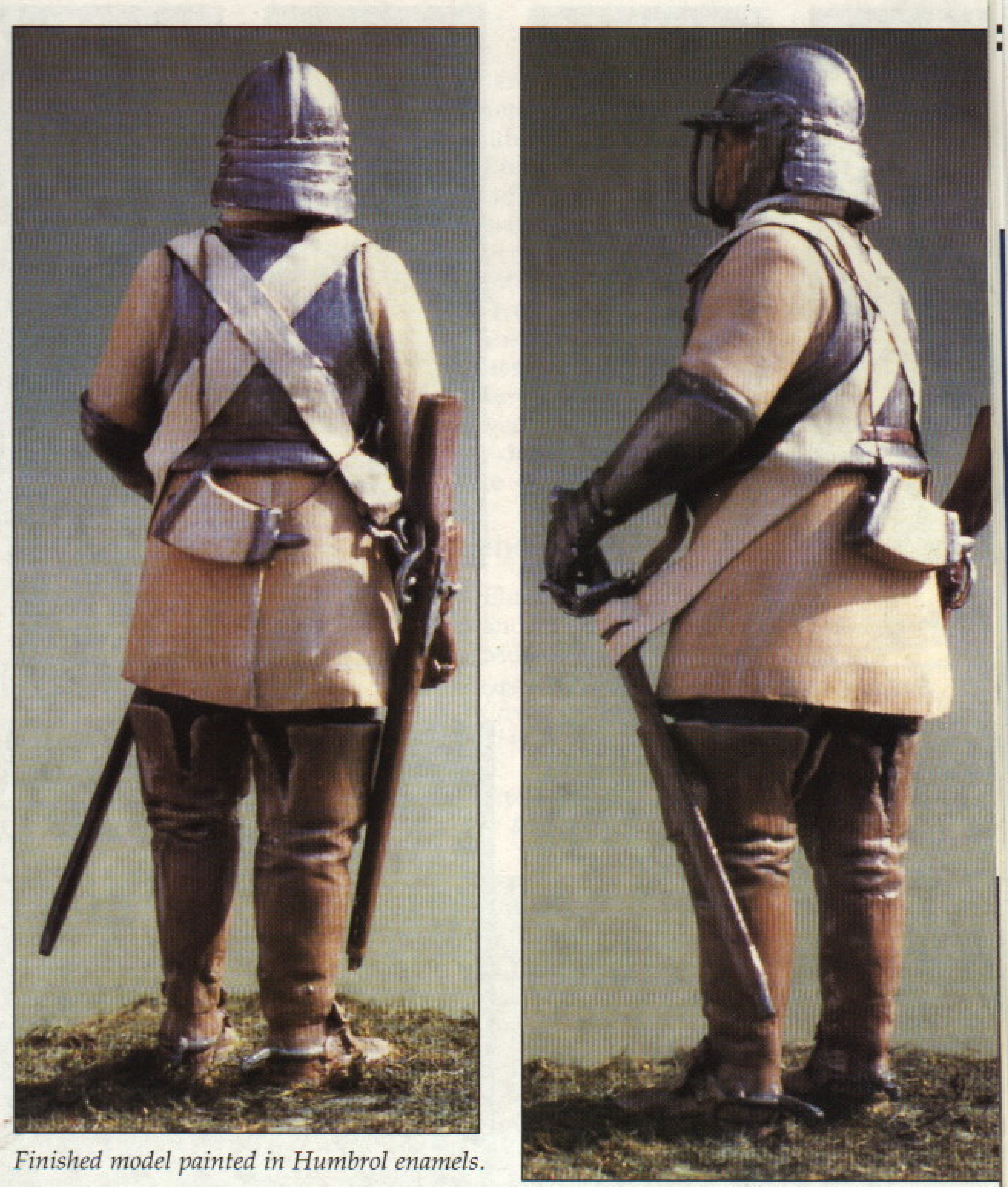
Continental Wars

Valiant Miniatures (39 Hamilton Crescent Hamworthy, Poole, Dorset BH15 4ET, tel: 01202 665223) produce a small, but useful, range of 25mm 1859 Hungarian infantry as the first releases in their new Continental Wars series. The range is intended to cover the European wars of the 19th century and has started well with five very nice Hungarian musketeers and a grenadier, all in action poses. The castings are 50p each, postage and packing is 10% UK/BFPO (minimum 50p), post free over £30.

Redoubt Enterprises

Redoubt Enterprises (49 Channel View Road, Eastbourne, East Sussex BN22 7LN) offer an already extensive range of 25mm American Civil War infantry and artillery. ■



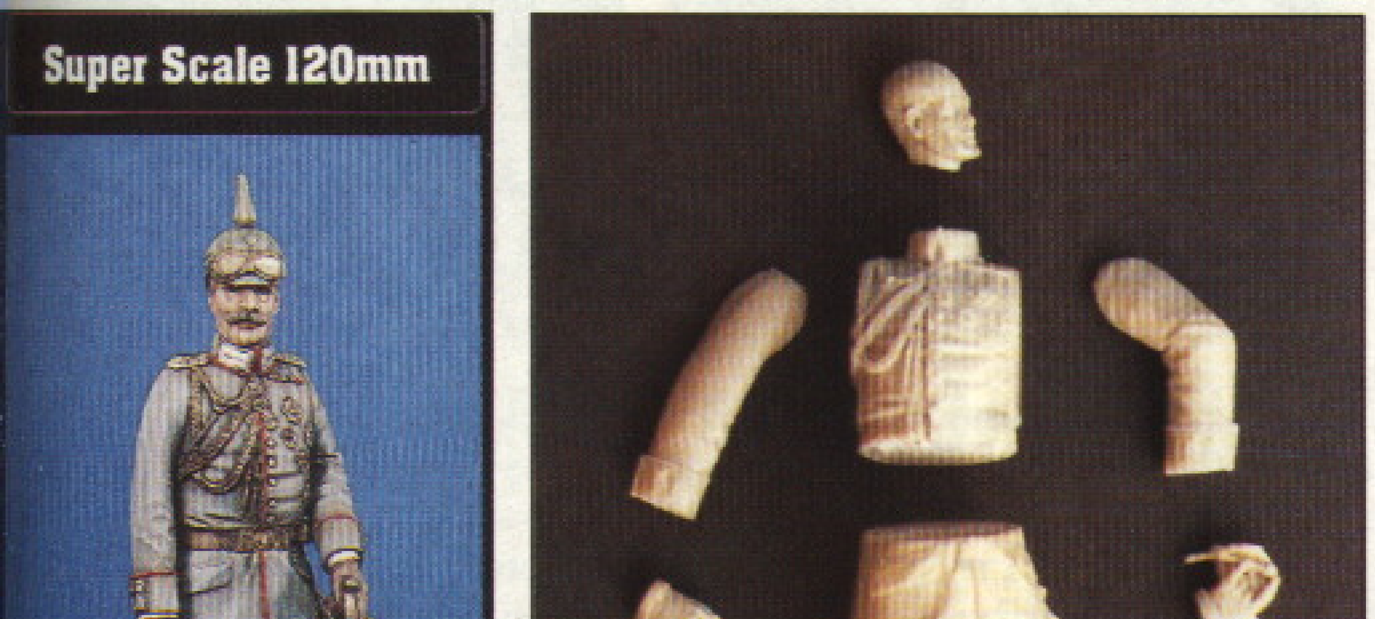


Finished model painted in Humbrol enamels.

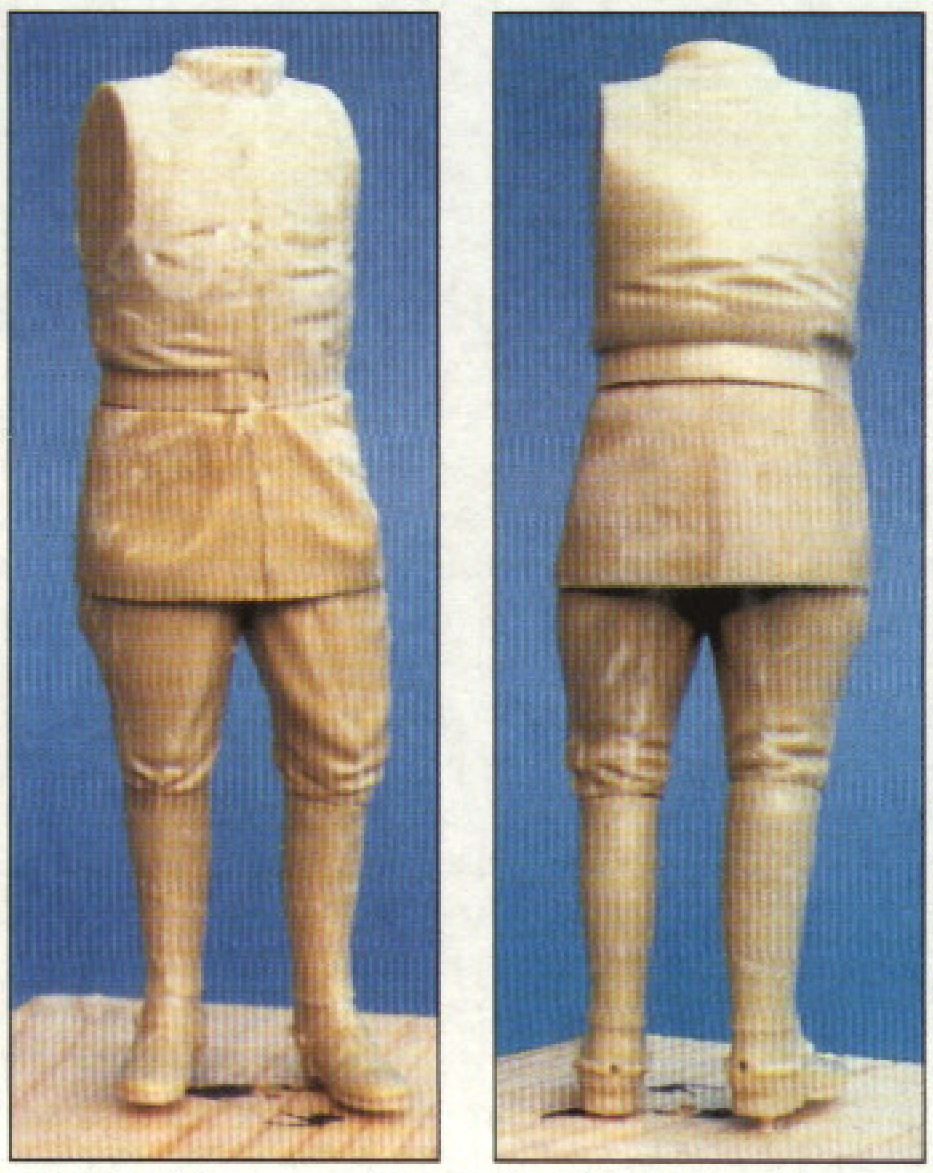
Harquebusier

Rod Smith with a 120mm Verlinden Productions conversion - German Kaiser to English Civil War cavalryman

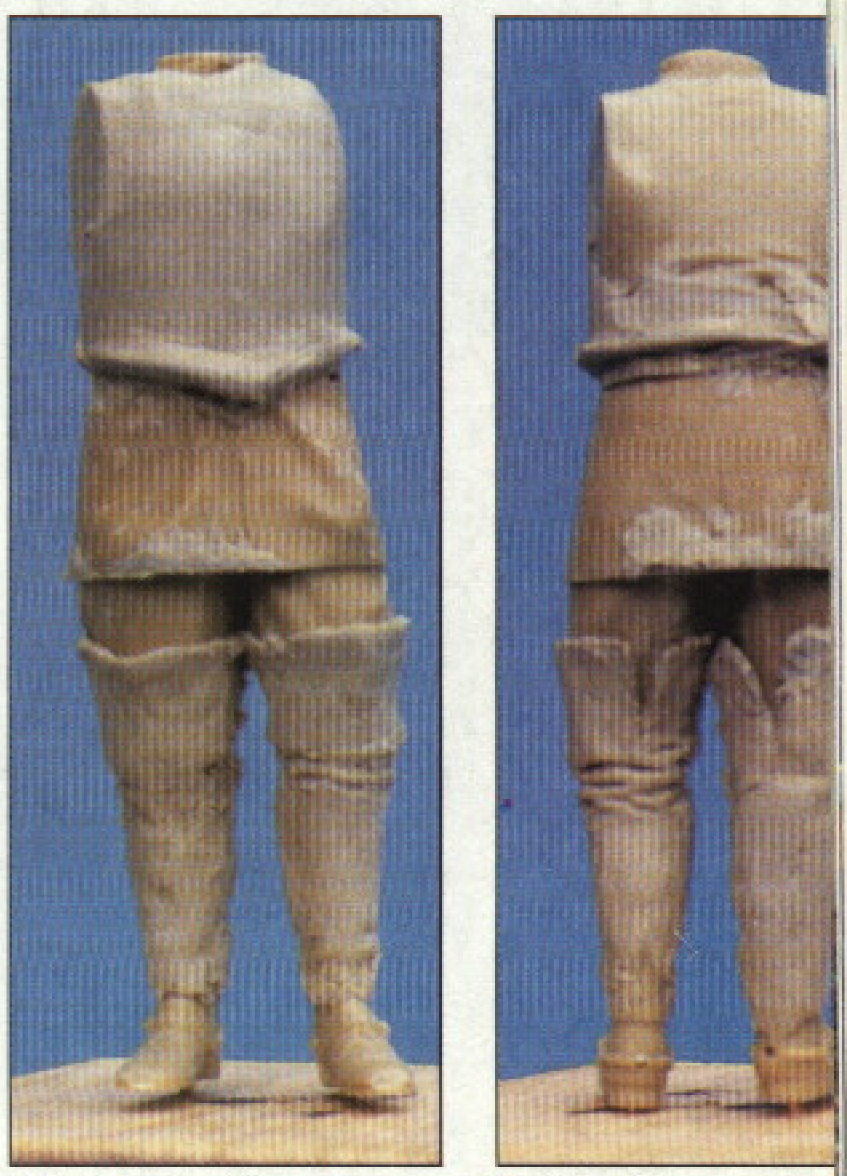
For sometime I have had the Verlinden Productions Super Scale 120mm figure kit of the Kaiser Wilhelm II WWI idle in amongst my modelling spares. I had used the Kaiser's head in a previous conversion for the Russian Infantryman of the Crimean war, Military Modelling September 1996 and thought it was about time I used what remained of the figure kit. ▶



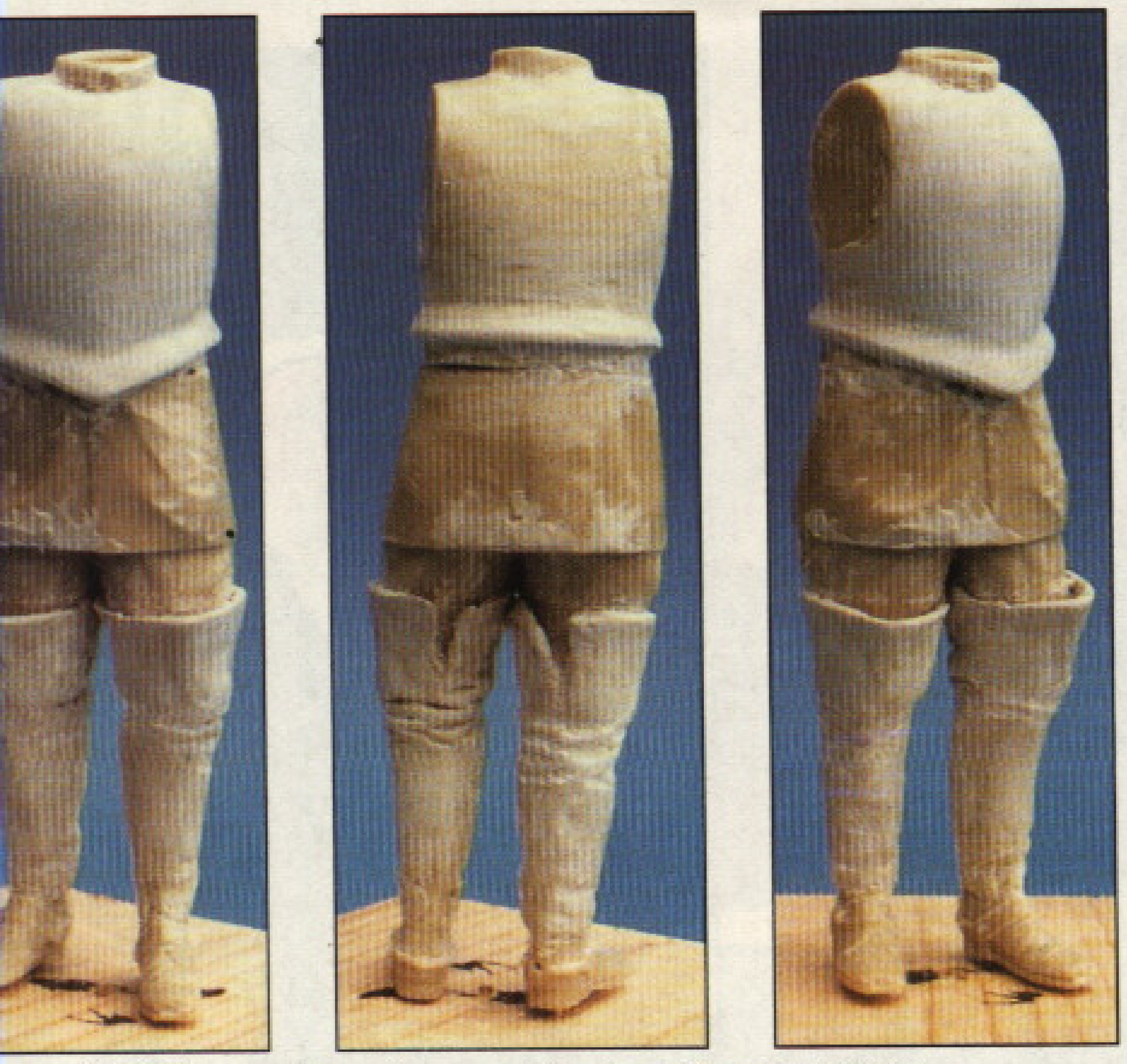
In the beginning ... Verlinden Productions' Kit No.697 Super Scale 120mm "The Kaiser".



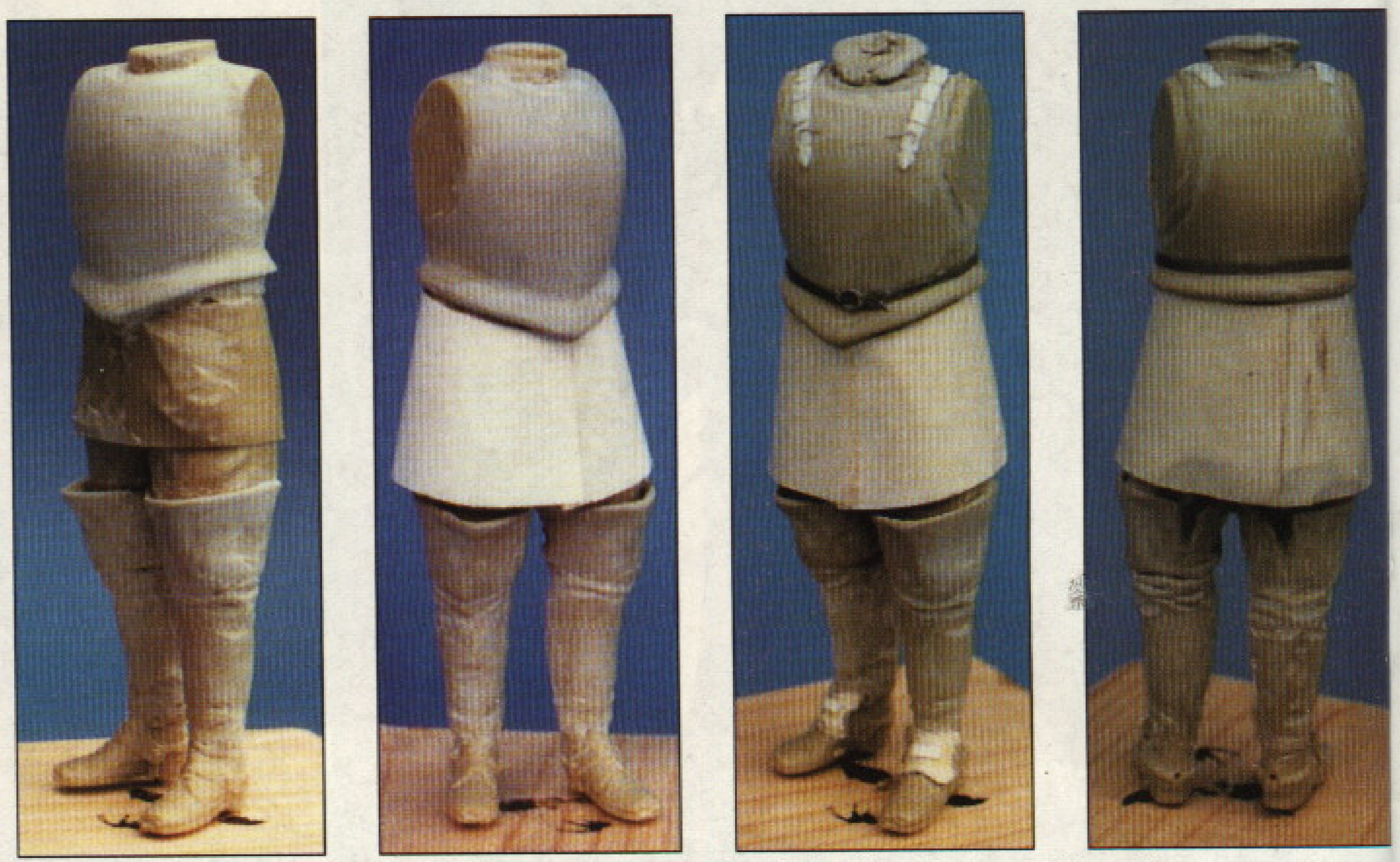
All detail is removed from the kit body parts.



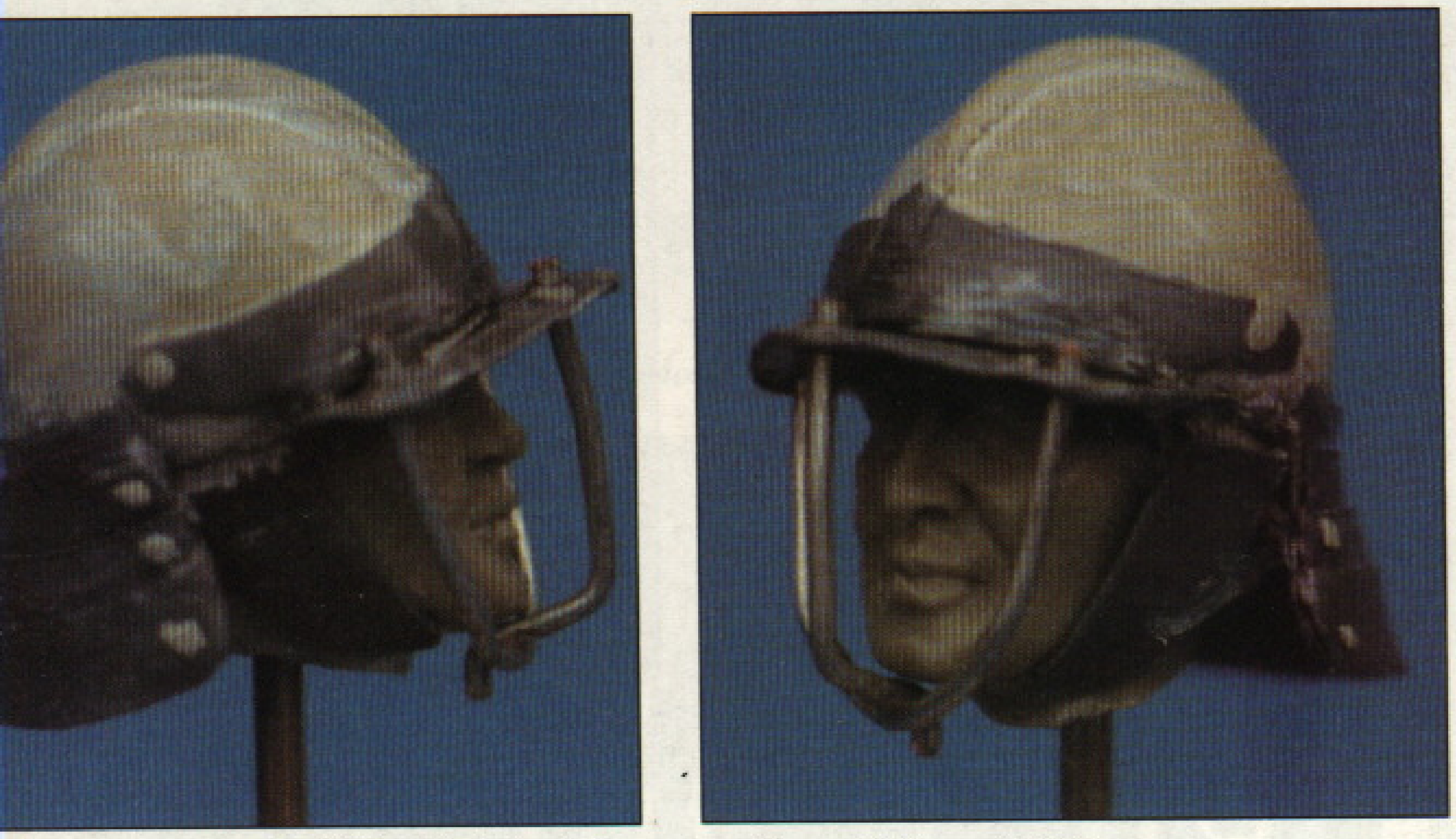
Building up the cuirass and boots with epoxy pu



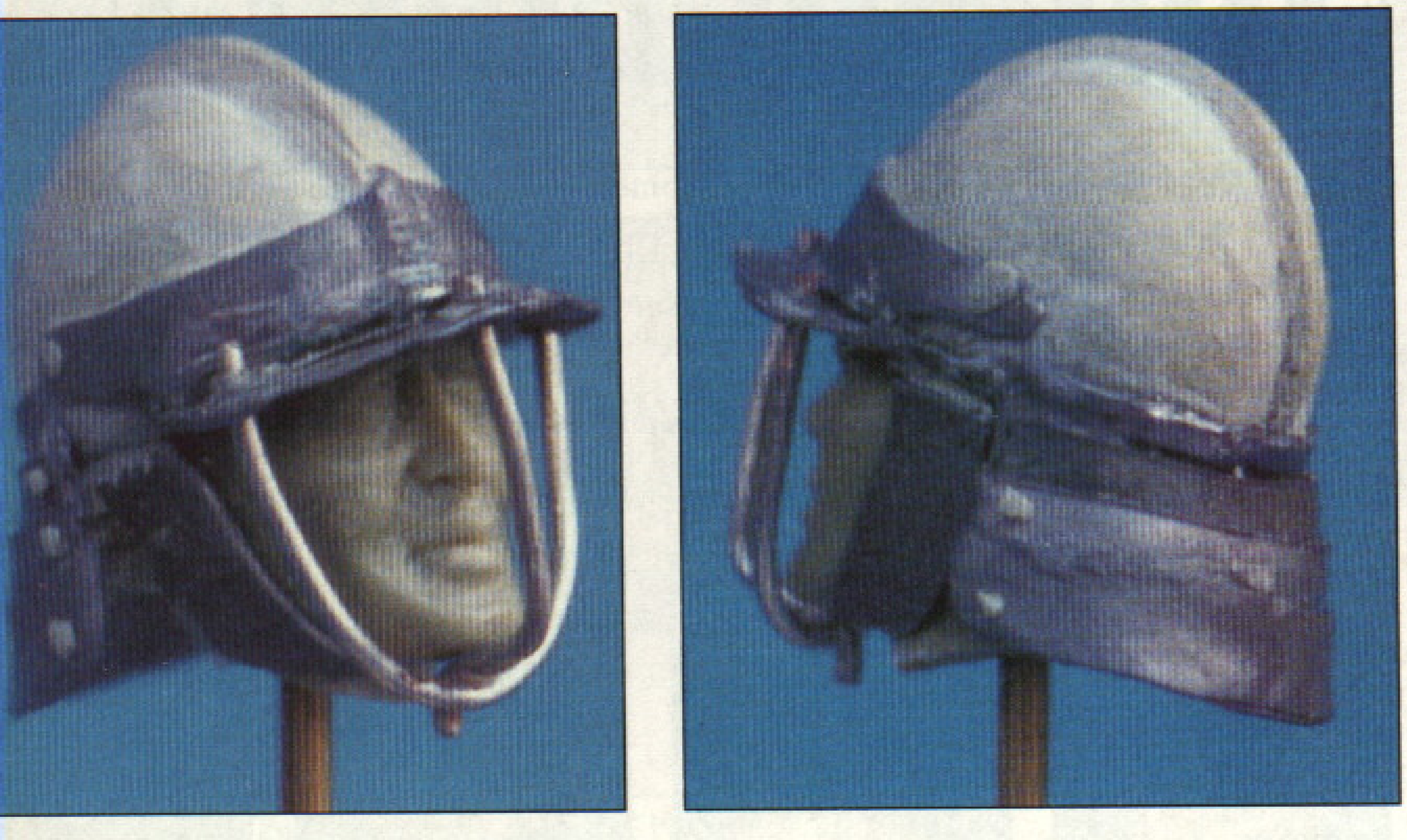
Building up the cuirass and boots with epoxy putty.

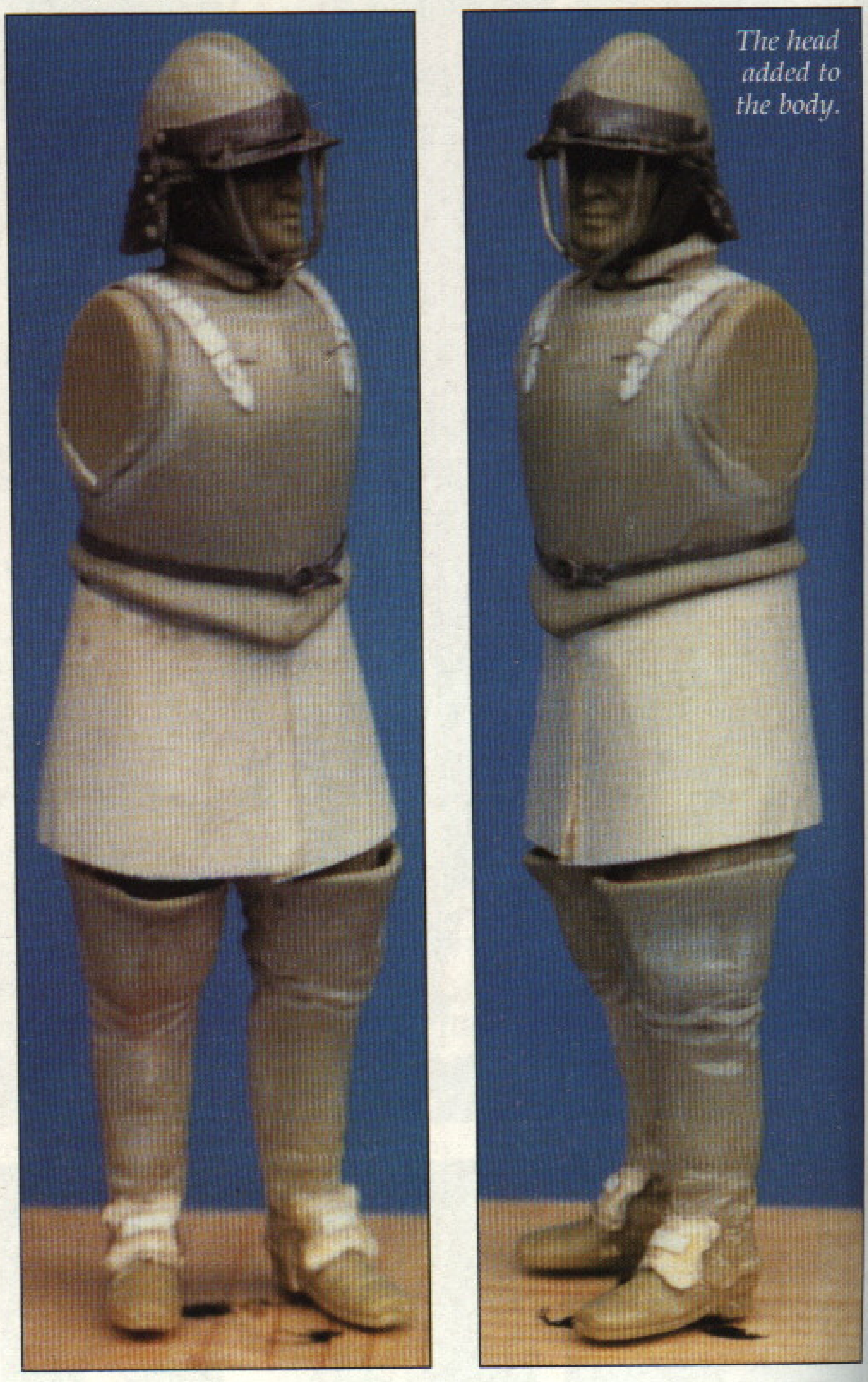


The 'skirts' of the buff coat are added from plastic card and detailing begins on the cuirass.



Modelling the helmet in epoxy putty and thin metal foil.





The head added to the body.

Normally I look through available references for a particular subject and then select a model figure as near as possible to the stance, etc., of the figure I wish to model. In this case, however, I already had the figure and needed to find a suitable subject.

I have a passing interest in the English Civil War, so I set about looking through my references for a suitable subject. I chose to model the Harquebusier that appears in a colour plate in Soldiers of the ECW, 2 Cavalry published by Osprey under their Elite series of publications.

I used all the remaining parts from the Kaiser figure kit and selected a head from the spares box, having glued the torso, legs and boots together and incorporating metal pins into the boot soles and then fixing it to a temporary base. I removed all the detail from the figure and formed high leg boots, breast plate from Milliput epoxy putty, adding plastic card embellishments and a belt from lead foil with a fuse wire buckle. I added the 'buff coat' skirts from thin card, which I also used for the boot buckles I added the collar from epoxy putty.

The 'three-bar pot' or lobster helmet, I created by first fixing the spare head to a piece of brass rod fixed to a temporary base, then using putty I formed the crown of the helmet. Once set I sanded it to shape. I then added pre-shaped pieces of lead foil to the head, including the peak. Pieces of wire paper clip cut and shaped were used to represent the three face bars. The rivets are from putty. When the helmet was completed I fixed it onto the figure.

I next turned my attention to the arms and carbine, or harquebus. (Also harquebuse, harquebuss or arquebus). To the right arm I added a gauntlet cuff from epoxy putty. The left arm required more work and I first removed most of the sword detail then built up the forearm into the shape of a bridle gauntlet again using epoxy putty. I remade the sword hilt and bars using epoxy putty and fuse wire.

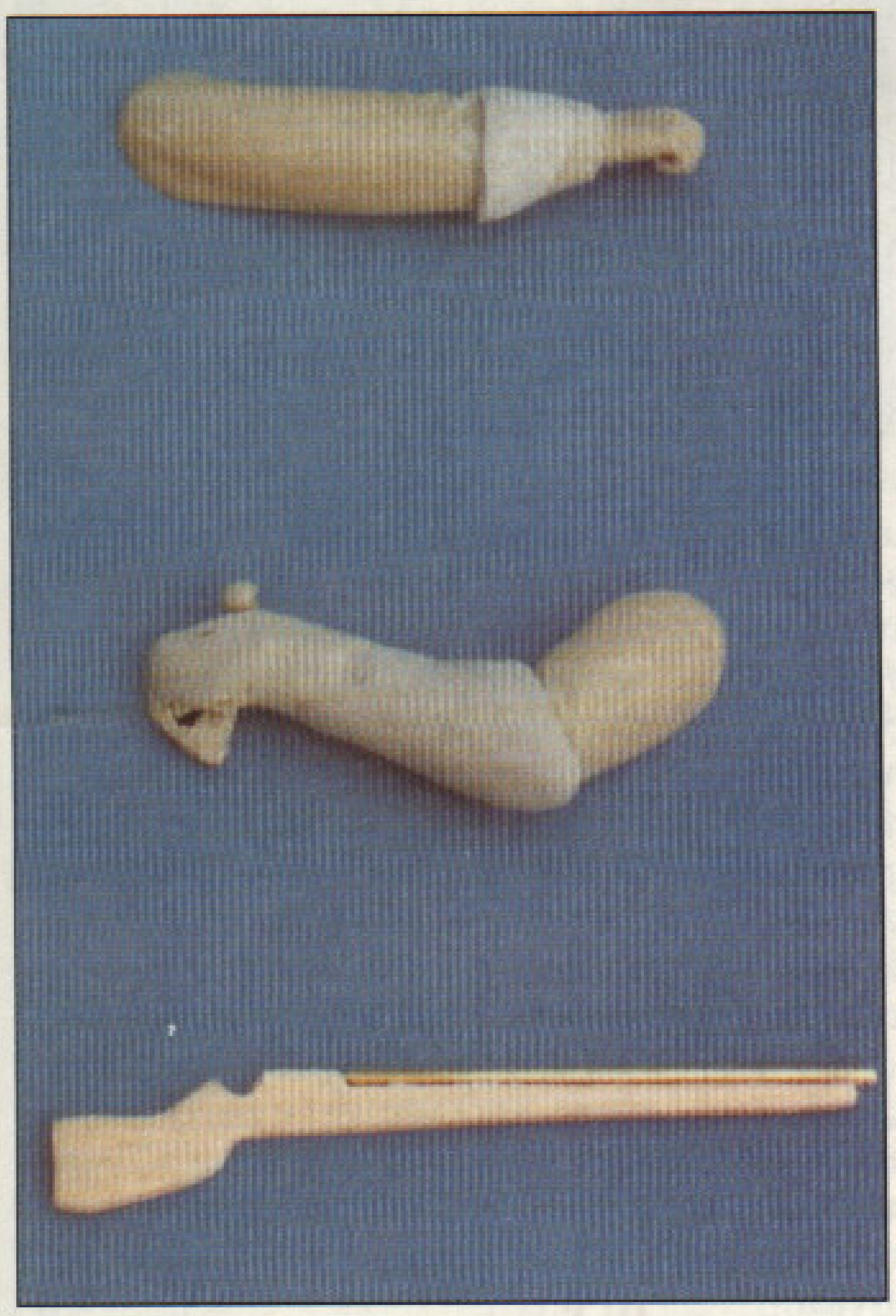
The carbine was shaped from a piece of plywood, adding a brass rod barrel with the firing mechanism and trigger made up from fuse wire and plastic card. I made the powder flask from plastic card. Thin metal foil was cut into strips for the sword and carbine straps with buckles made up from fuse wire. Finally, I fixed the spurs in place.

After adding the arms I painted the whole model in Humbrol enamels. With painting complete I attached the carbine after painting this part separately. The figure was fixed to a suitable wooden base and a name plate added. The base work is static grass available from Verlinden Productions.

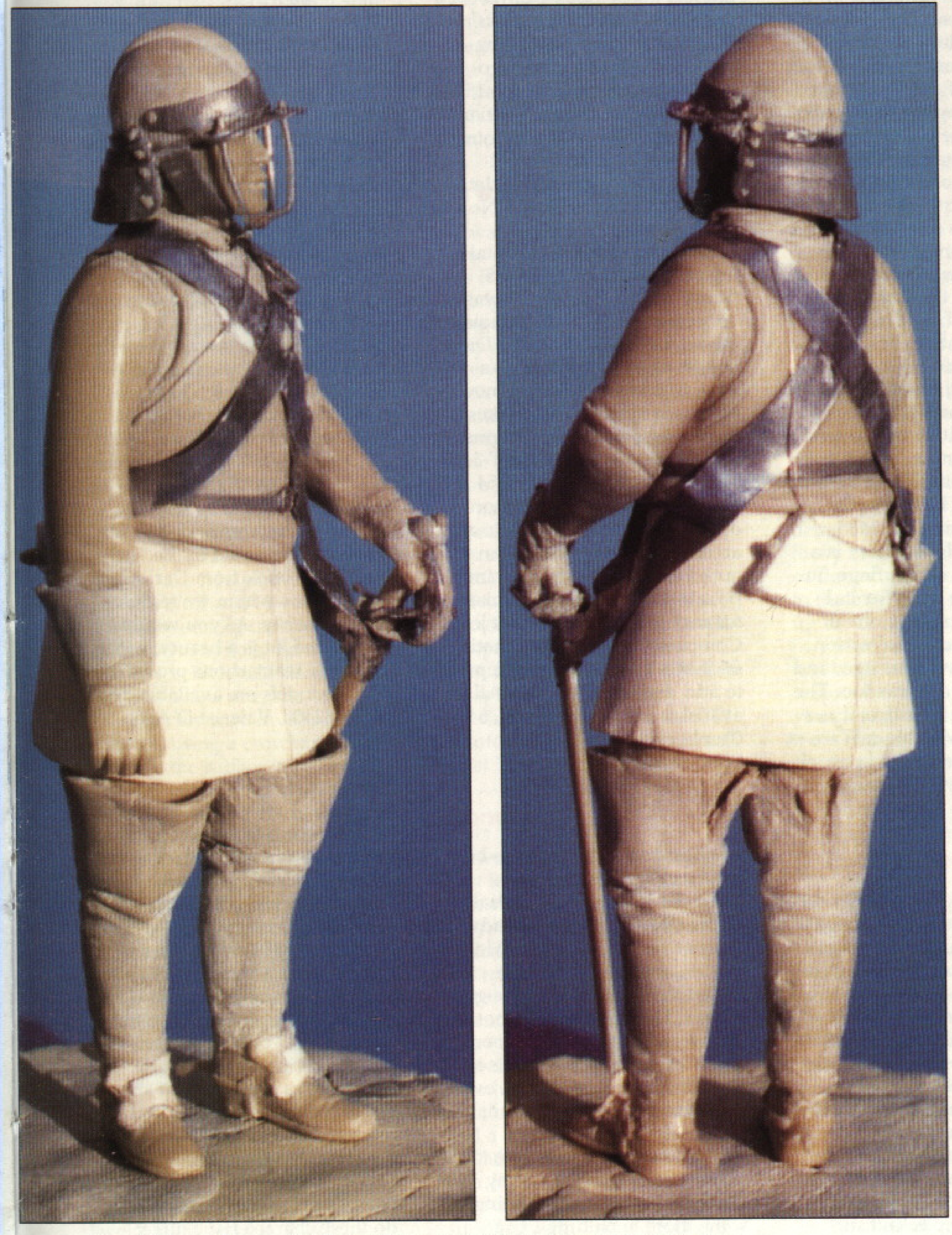
I enjoyed doing this conversion and may consider doing another ECW subject at a later date - possibly a colourful cavalier!

References

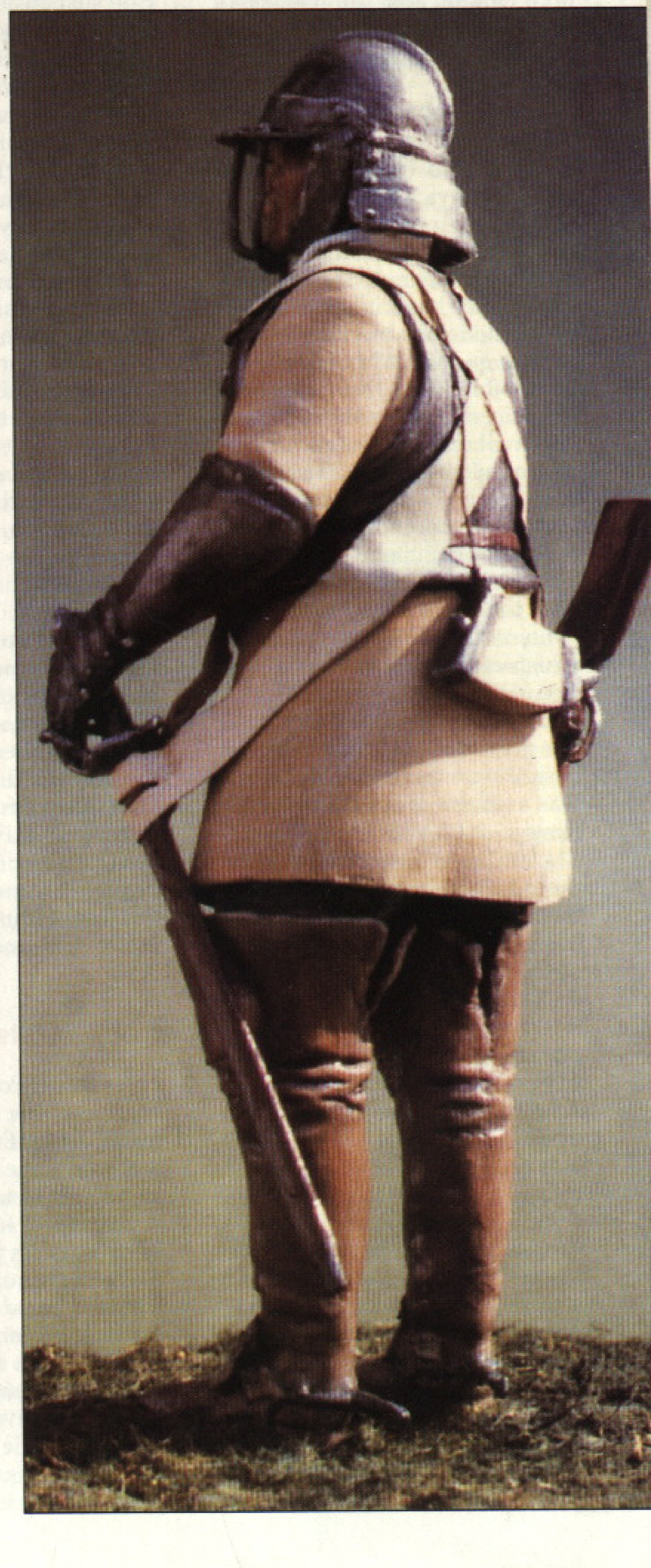
Osprey Elites - 27 *Soldiers of the ECW 2 Cavalry* and 25 *Soldiers of the ECW 1 Infantry*.
Osprey Men-at-Arms: *The English Civil War* and *New Model Army 1645-60*.
English Civil War, Brassey's.
English Civil War, Haythornthwaite Arms & Armour.
English Civil War in Photographs, Windrow & Greene. ■



Arms and arms - ready for adding to the body. The harquebuse was made from plastic card, brass rod and fuse wire.



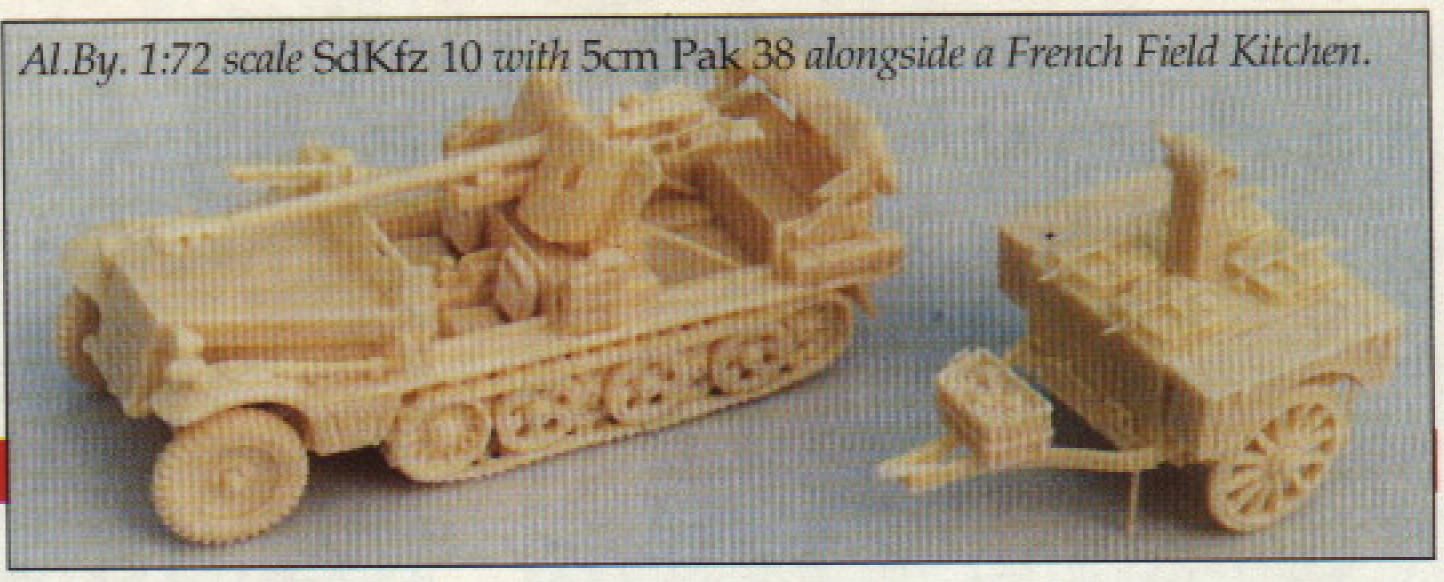
Completed model, except for harquebuse, ready for undercoating and painting.

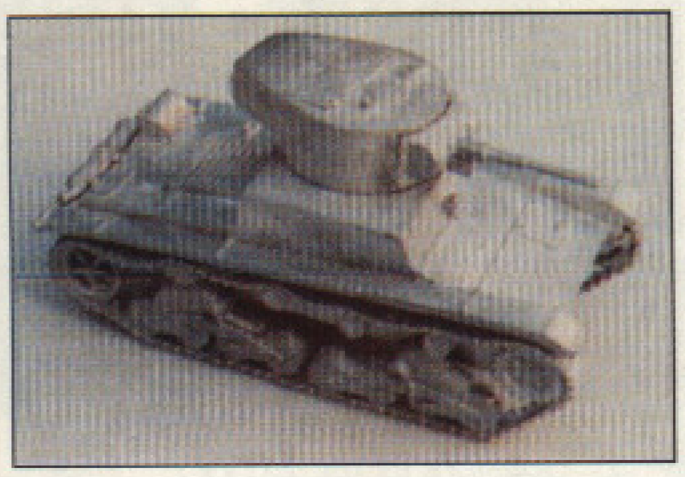


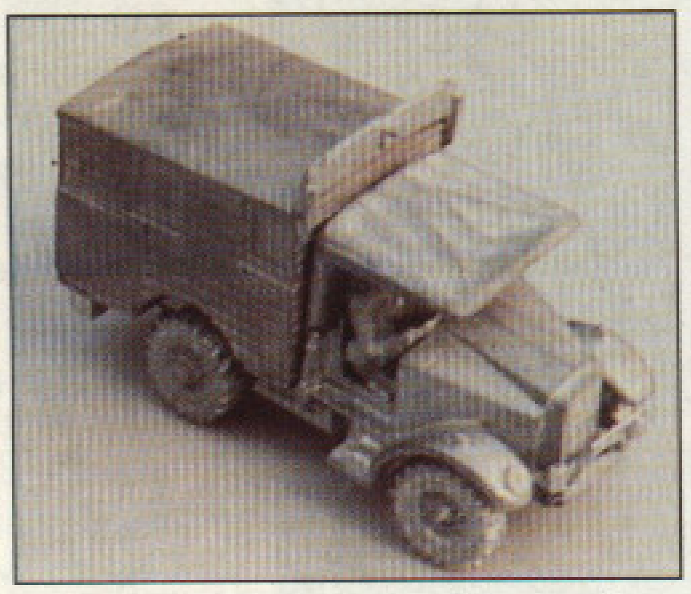
SMALL SCALE SCENE

Robin Buckland's monthly column for military vehicle modellers

MILITARY VEHICLES


Al.By. 1:72 scale SdKfz 10 with 5cm Pak 38 alongside a French Field Kitchen.


Russian T26B in 1:76 scale from SHQ.


Skytrex 1:76 Morris Radio Truck.

I don't know what you think, but it seems there is a bit of a price war going on, and so far the winner seems to be the modeller. Have you noticed how both Dragon and Tamiya have managed to bring down their kit prices recently, compared to recent years.

The Shanghai Dragon series is bringing in kits from the £20 plus mark down to about £14, while Tamiya are re-releasing some of their older kits at prices noticeably lower than before. Is it that sales seem to indicate a lower price band is what will make modellers buy them in greater quantities? It appears so. Meanwhile, keep your eyes on the prices listed by the retailers and mail order houses advertising in this magazine. There are some very good bargains out there at the moment.

I was fortunate to come across a prime example of lower prices, with the new Dragon Models' *Panzerdrazine* Command car which came in for review direct from Hong Kong priced, I understand, around £24.99. Shortly after this I found the basic *Panzerdrazine* Infantry Car was available from Gunze Sangyo at LSA Models for just £14.99! These are from the same moulds. The command car has the additional frame aerial, however, the basic hull parts are the same, and will be, I am sure, on the forthcoming artillery car. Interestingly, all three together rather knock out the product of a the same three items from Azimut, who have them in their Ironside range.

Cromwell Models

Cromwell Models have finally released a long promised new 1:76 scale model, in the form of the American M88 Recovery vehicle. Unlike in years past, Cromwell have not been exactly prolific in their rate of new 1:76 scale releases, but when a new one is released it is well-worth waiting for. Such is the case with their new M88.

The main hull is cast in two parts; a solid lower hull and a hollow superstructure. The lower hull even has all the delicate suspension arms cast on it, along with those rounded shapes on the hull of the M48/M60 series. The upper hull then has lots of detail cast integrally, including the fine guard rails around the aerial mounts and so on. Quite how they manage to reliably cast things as fine as this, and get them out of the mould remains a mystery to me.

There are some moulding plugs to be removed including a large one on the lower hull. The upper hull has simpler moulding points to be removed, but do take care when handling the part that some of the fine detail doesn't get damaged. It comes securely boxed, but as yet without its final instructions. These are still 'in progress'. There are plenty of countries using the M88 recovery vehicle, so there is a good choice of camouflage finishes to choose from for it. I still remember seeing one of these at the Budge Collection Open Day a few years ago, and very impressive it was too. The model does do it justice, it is a beauty. Cromwell Models are at Progress House, 39 Kirkpatrick Street, Glasgow, Scotland G40 3RZ.

Pol Models

I mentioned Pol Models last time as an importer of kits and books from Eastern Europe. Among these are some interesting books and decals from Intech, published as a small A5 format booklet, complete with photos, colour profiles and appropriate decal sheet for you to model some of the example contained in each booklet. The decals are mainly 1:35 scale, but a couple of the three examples I have on hand include some 1:72 scale decals as well, which came as a pleasant surprise. Quality is good, and full marks for presentation. Subject matter for the three I have here are No.5, with all Polish markings for a *SdKfz 251 Ausf D*, *SdKfz 250/10*, *Panther*, two T34/85s, ZIS-5V, Jeep, SU 85, and another ZIS 5. While the bulk of the text is in Polish, there are some English translations as well for each item.

Similar comments apply to book No.6, *Polish Army vehicles 1939-1945*, with decals in both scales. Less text this time, and more colour drawings plus black and white photos of the individual trucks and tanks featured on the decal sheet and again with English notes. Book No.7 is even narrower in its subject, *Polish Shermans*. Lots of interesting stuff here, and they even go down to suggesting which 1:35 scale kit to use for each variant mentioned, along with colour schemes. For what you get prices are very good. Booklet No.5 is £3, No.6 is £5 and No.7 is £3.50.

You may remember me talking about the RPM T-34/85 'Rudy' kit not long ago. I was very interested to see a Maquette model for the Russian V-2 Diesel engine to go in it, which is a straightforward injection moulded plastic sprue. What makes it most useful is that this engine was fitted to not only the T-34, but also the KV-1, T-44, T-54, T-55 and T-62. How much more opportunity do you want to add an engine block to a Russian tank kit. Think of the diorama possibilities, from engine maintenance to a real knock-out job. Compared to a resin alternative, £6 seems a very reasonable price to add detail to your kits. All available from Pol Models, 64 Cumberland Road, Acton, London W3 6RY.

Resicast

Another conversion set has been produced by Resicast for Tamiya's 1:35 scale Universal Carrier. Resicast have already done an update set and a Mortar carrier, and now they have added the Vickers machine-gun carrier. There is also a flame-thrower version to come soon. The Vickers machine-gun is a very fine little model in its own right and I believe it is available separately.

The conversion is simple to do, essentially just replacing parts from the kit and adding some more, including extra stowage. Very neatly cast in polyurethane resin, plus a sheet of etched brass parts and full instructions. There is also replacement resin track rather than the 'rubber band' in the kit, and less soul destroying than trying to do individual track links for such tiny parts. One of the things I think we could well acknowledge is the way that Resicast have stuck firmly (so far) to producing Allied equipment, and British in particular. Resicast are at 517 Vieux Chemin de Binche, 7000 Mons, Belgium.

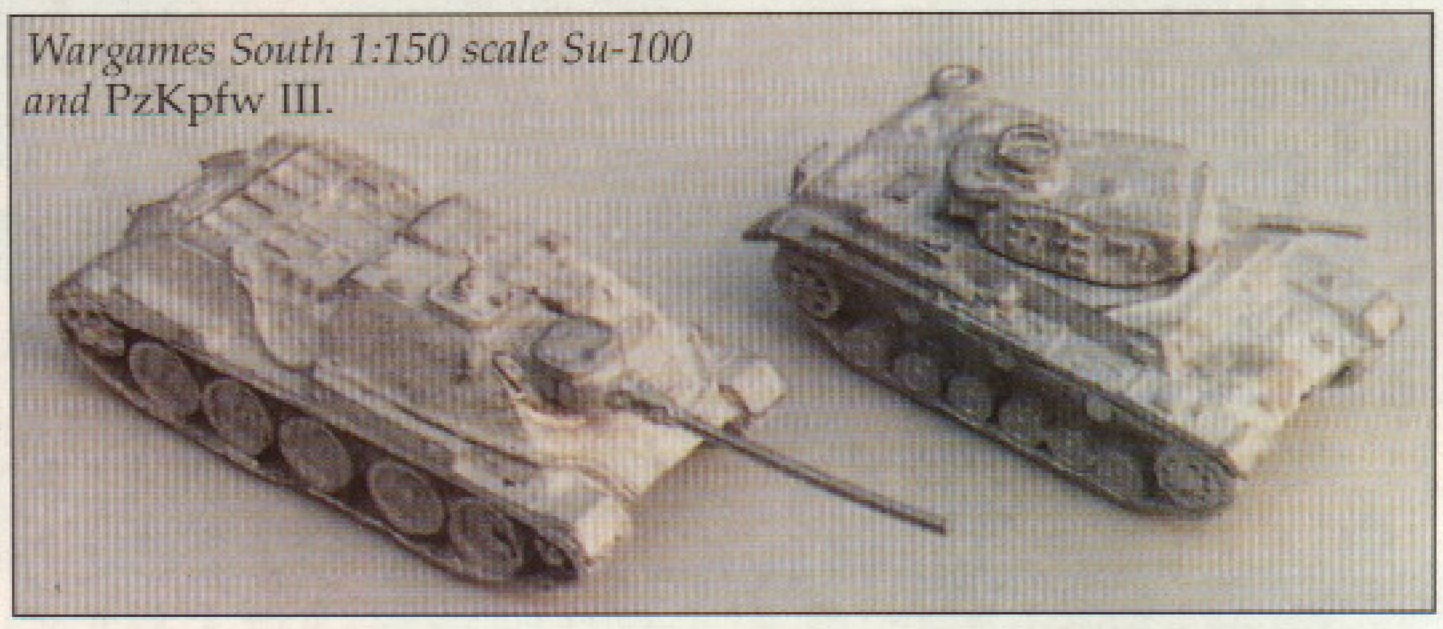
Al.By.

Al.By. have long produced one of the finest range of small scale (1:72 scale) resin kits, hence it is nice to find them at shows such as Euro Militaire, where you can buy them direct from the stand. Among a number of really beautiful models on display was one that little bit different. Based on an Opel, it has roof mounted loudspeakers, a 'Propaganda' car! Assembly is quite simple, with a minimum of cleaning up to do on the resin parts.

Al.By. also have started on the Ausf D series of the German *Sdkfz 251* half-track. There are two at the moment, both complete kits; one is the basic *SdKfz 251/1* APC while the other is the *SdKfz 251/22* with the *Pak 40* mounted inside. Incidentally, some good reference photos for this are to be found in the Tech Intel Vol.1 book from Darlington Productions whom we feature here regularly. As you would expect, the kit is a beauty, with assembly instructions provided. Al.By. Models are available from BP 34-82400, Valence D'Agen, France.

Milicast

Milicast seem to just keep on releasing more and more new or rebuilt 1:76 scale kits and amongst their recent batch comes the German 2cm *Hangelafette 38* turret. It is supplied now in a number of their kits which feature this, but it is also available as a separate item, so you could update some of the older ones in your collection. What marks it out as a bit special is the inclusion of an etched brass fret that has the mesh turret cover. Made up this looks really good and is, I think, the best I have seen in this scale to do these characteristic turret covers. I am equally pleased to see how they are selling it on its own, allowing it to be added to existing models. There doesn't seem to be much holding them for their originality these days. Milicast are at PO Box 711, Glasgow, Scotland G41 2DS.


Wargames South 1:150 scale Su-100 and PzKpfw III.

Ironside

Ironside are the series of injection moulded plastic models from Azimut in France. They are so-called Short-Run products, but have improved a lot since the early releases. Ironside/Azimut seem to have also turned their attention towards railway subjects in recent times and one of their latest is the tank wagon, often seen at the front of an armoured train, carrying a light tank such as a *PzKpfw 38(t)* or a Somua S35, which could simply drive over the front ramp and go straight into action in support of the train.

Mouldings are to a good standard, and there is a resin part for the front ramp itself. The main wagon is made up from flat panels which go together reasonably well. You may find you need a bit of filler here and there and, maybe an extra hand at the beginning, but it goes together in a couple of evening's work. All in all, it is pretty good, and does come complete with good quality decals. Coupled with the flat cars they already produce, an interesting diorama is growing up here. Ironside/Azimut Productions are at 171 Rue de Charenton, 75012 Paris, France.

Wolf figures

Moving over to 1:35 scale figures, I thought I would mention one which caught my eye down at Euro Militaire, on the Wolf stand. Like many others I have felt the Wolf and Hornet ranges provide some of the finest figures you can find, and many are directly vehicle related. Among these is a new one, showing a *Panther* crewman in his shirt sleeves, using a crowbar to remove the rubber 'tyre' from the rim of a *Panther* tank road wheel. Again, for those with an interest in some maintenance in the diorama, then this one is ideal, providing something a bit different from usual. The resin cast figure comes complete with the roadwheel supported on a wood block providing an inbuilt base. Wolf Models are available from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.

Reviresco

I mentioned Reviresco last time and of their recent 1:72 scale metal models perhaps the most welcome is another WWI armoured car, the 1915 Lanchester. This 'streamlined' car was of particular note for its use by the Royal Naval Air Service, hence the RNAS on the side. It is the first kit I can think of for this particular subject; castings are a bit on the 'heavy' side if you compare them with some other white metal kits, but still not bad at all. Do remember these are aimed at wargamers rather than the 'collector'.

From the same era is a Model T Staff Car and a Model T truck. Again, while the finesse of some detail may not be there, these are kits, with 30-40 parts, not just a lump of metal to stick wheels on. Worth checking out if WWI is your period and available from Reviresco via Federation Armory, 2131, Camino de los Robles, Menlo Park, CA 94025, USA.

Airwaves

Airwaves are a series of etched brass and/or metal accessory sets from E.D. Models and amongst recent releases are some more *zimmerit* punches. They have done these before, but they were 'largish' ones which made it difficult to get into smaller places. Not surprisingly, therefore, the new set contains some smaller size punches of the same patterns, so you can 'get to the parts that other punches cannot reach'.

A simple conversion set, a metal cast engine deck panel which allows the engine deck conversion on either the Revell Scorpion or the AFV Club Scimitar. A simple, but effective, one-piece metal casting. Available from E.D. Models, 64 Stratford Road, Shirley, Solihull, West Midlands, B90 3LP.

Convoy

Convoy are gradually adding new kits to their range, and this time there are a couple of new WWI trucks, the Jeffrey Quad, which was an American 2-ton 4x4 truck also used by the British and French armies. Excluding the standard GS pattern (also available from Convoy) they have an Ammunition truck, which is a fascinating looking little vehicle, and a 75mm gun portee.

The narrow-bodied ammunition carrier is quite an eye-catcher and the portee version comes supplied with one of SHQ's 75mm guns packed along with it. I gather that Convoy took the view of not re-inventing the wheel, as the metal gun from SHQ is really neat mounted on Convoy's polyurethane resin truck. Put the combination together with the ammunition carrier and you have an interesting pair of WWI subjects. Castings are clean, and a clear instruction sheet is supplied in the box. Convoy are at 23 Mare Bay Close, St. Leonards-on-Sea, East Sussex, TN38 8EQ.

Shanghai Dragon

Shanghai Dragon have released the *Panther* G 'Night Fighter', Panther complete with parts for the Infra Red Night Fighting gear. Interesting to see how they have done these in clear plastic, allowing you to get the lens effects. A bit different to the standard block of normal grey plastic which we expect for turret mounted searchlights and so on. It has all the usual quality of a Dragon kit.

Be very careful during the assembly sequence because, surprisingly, there are some missing details in Dragon's normally very complete instruction sheets. Using parts in common with other kits, you have to open up various holes from the inside of some hull/turret parts to fit the details. If you are not careful (or lucky in my case) you could get so far and find it difficult to get to the interior in order to open up the holes. It isn't a major problem, just a pain. Overall, a lovely kit, and it seems at a very reasonable price. I don't think you can fail to like these kits from Dragon, who are turning out things that only a few years ago would have been only 'in your dreams'.

Faust Studios

Faust Studios are a range of wargames vehicles and equipment I saw at Colours, at the Hexagon in Reading earlier this year. Lots of sci-fi stuff on the stand, but also some WWI and WWII vehicles. These are basic wargames items, in resin and metal and a bit primitive when compared to what we mostly see here in the column, but, nevertheless, they have their place. The thing that I noticed most was the number of WWI subject in the range, covering all sorts of items.

The one that caught my eye most of all was the militarised London omnibus and I am sure many will remember the old Airfix 1:32 scale model of this and it is now interesting to see it in resin, in a smaller scale. Made up and painted it doesn't look half bad and I'm pleased to see the apparent recent increase in the number of WWI subjects coming onto the market, whereas at one time there was little beyond the Airfix Mark I Male tank, and most people said no-one was interested. Look at the book I mentioned last time, on the Somme, 1917, and you get plenty of inspiration on modelling this early war equipment. Faust Studios are at Tri-Hen, Plas Uchaf Lane, Tre-Mostyn, Flintshire, North Wales, CH8 9AW.

Mirage's 1:35 scale Renault UE based on an actual German conversion, from Pol Models.

Drawings

Scale Drawings are a topic I return to from time to time, and recently I have had updated lists from both Geoff Lacey here in the UK and Hubert Cance in France. Geoff's list just keeps on growing with far too many new items on it since I last saw it to list here. All in 1:76 scale, then you really must check these out. Contact Geoff Lacey, 315A South Lane, New Malden, Surrey KT3 5RR.

Meanwhile Hubert Cance is extending the variety of subject matter he draws. As well as new AFV drawings there are new ones in 1:48 scale (first being the 17 pdr), figures (to a large scale) and aircraft related equipment (e.g. Me163 tow tractors). Hubert Cance's artwork appears in some of the books from Concord. For more details of his varied ranges, contact Hubert Cance, 56 Bd. E. Lintilhac, 15000 Aurillac, France.

Magazines

MILCIV, the magazine of the Dutch club has come out for just the second time this year. Compared to previous issues then this one is a bit thin on the ground, but plenty of adverts though. The main features are on a US Army M55 8-inch SP howitzer, another on the St.Chamond tank, a P-51 Mustang, and a look at some old Renwall kits. As ever, a mix of (mainly) Dutch and English. Note the new contact address, Adrie van Dijk, Billitonstraat 2/11, 1094 BC Amsterdam, Netherlands. ■

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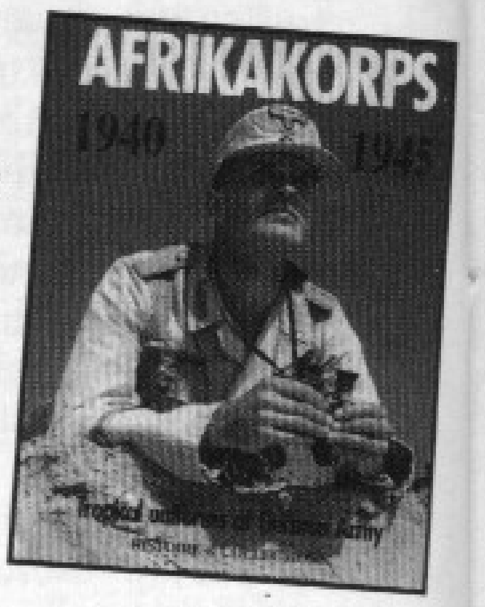

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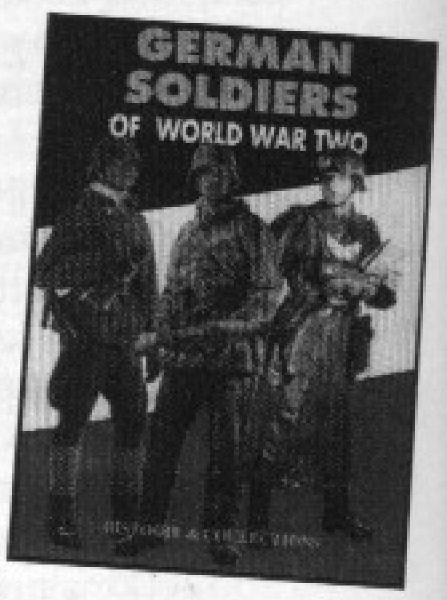

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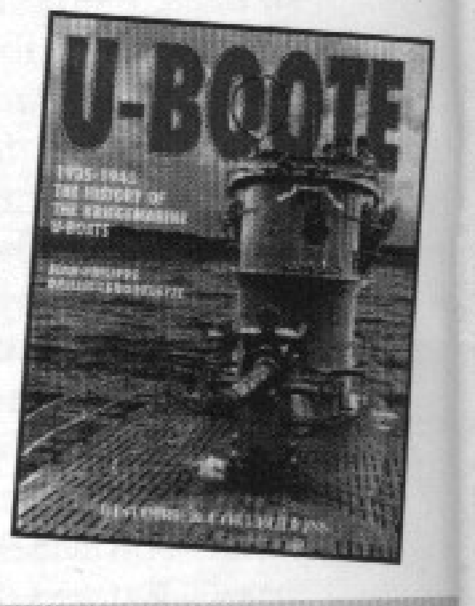

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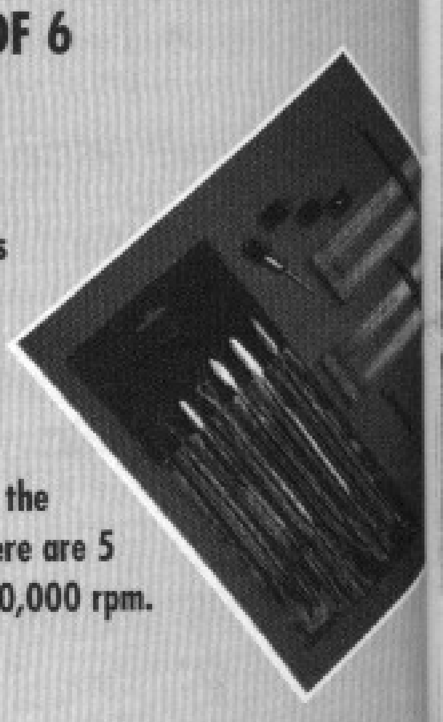


Sensational Summertime deals on Subscriptions, Books, Plans & Reader Offers from Modellers Direct, the One Stop Shop for all your modelling needs.

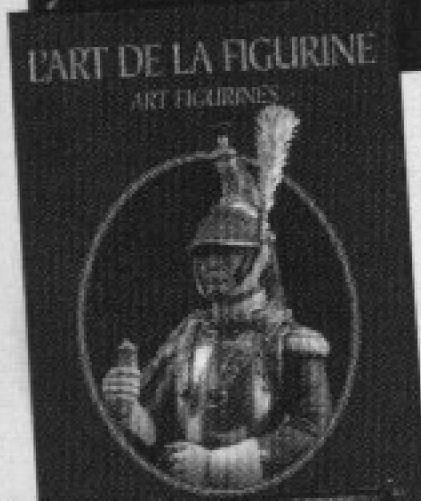
BOOKS

This Summer we have yet another great selection of books on offer, many available from Modellers Direct for the first time. This is just a small selection from the huge range of Nexus books currently available. Remember, ordering couldn't be simpler as all book prices INCLUDE postage and packing- there are NO hidden extras!

US Army Photo Album.

The Army Collection ranges in scope from portraits of most of the major officers, air crews, equipment being tested, to a series of WAC uniforms, and much more....all in colour! This book reproduces the best and sharpest of the US Army's collection, and includes authentic uniforms, insignia and equipment in 144 pages with 250 delightful colour photographs. Essential reading for military historians, uniform collectors and modellers.

Code: NB284 ONLY £24.20 UK £24.60 Overseas



Art Figurines

This full colour, jacketed hardback book, offers the reader a gallery of photographs of the very best figures. With 128 pages, it forms a beautiful showcase for the world's most exquisite military miniatures.

An essential book for all military history enthusiasts, uniform buffs, military modellers and wargamers.

Code: NB285 ONLY £17.95 UK £18.45 Overseas

Combat Helicopters

An invaluable, full colour reference book covering every model of helicopters that are in use today by every Army and Air Force world-wide. Each model is illustrated by one or more full colour photographs, alongside a listing of countries using it, together with full technical data. The evolution, the history and the variations of 39 different models are also studied in detail. With 152 pages containing 295 photos showing these machines in action around the World, this is the ultimate guide for all helicopter enthusiasts.

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Tanks of WW2

This major work features an illustrated profile of tanks and other armoured vehicles employed during the Second World War. Meticulously illustrated in full colour, the book contains 350 colour illustrations of over 100 different types of tank, including special coverage of the famous vehicles that won everlasting fame for the vital part they played in crucial armoured clashes.

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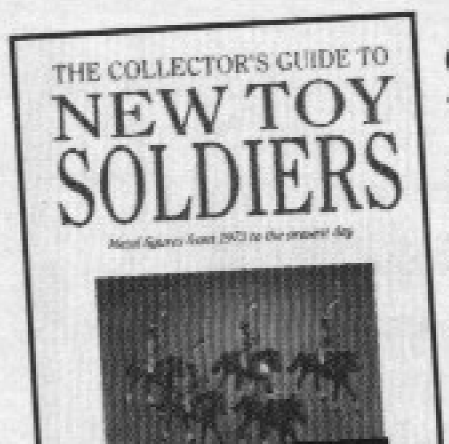
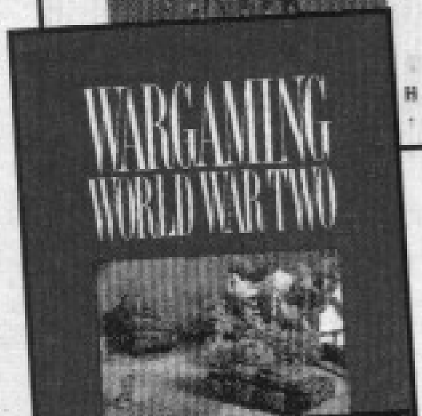


Collector's Guide to New Toy Soldiers

This is the first book to document the New Toy Soldier and give a comprehensive guide to manufacturers across the world. Profusely illustrated in colour, black and white, this is the definitive book on the subject.

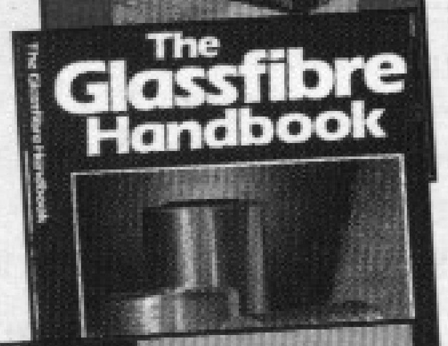
Code: NB120 ONLY £19.75 UK £21.55 Overseas



Wargaming World War 2

A fresh approach to wargaming the 1939-1945 period. The author outlines the main contenders, weaponry, wargaming rules, equipment and figures and suggests large and small scenarios, divided into three sections - land, sea and air. Fascinating and inspirational for all wargamers.

Code: NB187 ONLY £8.45 UK £8.95 Overseas



Glassfibre Handbook

A prime reference book on glassfibre materials and techniques, includes information on recently developed methods and materials and covers all types of GRP work.

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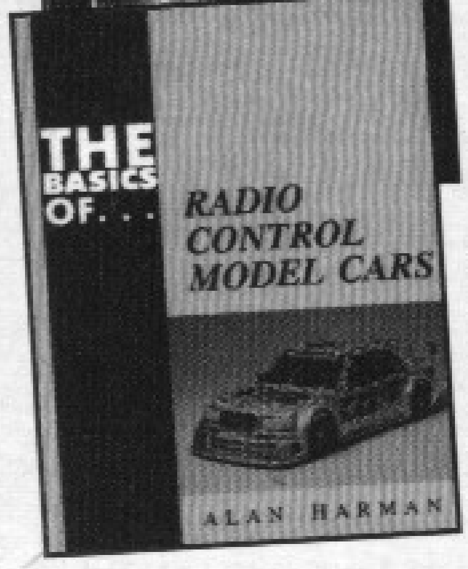
▼ IDEAL FOR BEGINNERS



Basics of RC Model Cars

Successfully guides the beginner entering the hobby of RC cars through the kits that are available to the different classes of racing, to help them make the right decisions. Packed with diagrams and explanatory photographs, this book makes an excellent buying guide and reference manual.

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BOOKS DIRECT

The Set of Six Modelling Tools are made in highly polished stainless steel and are ideal for use as wax or putty carvers and spatulas. Use them for mixing, applying, spreading and smoothing epoxy, wood filler, glue, body filler etc. on models and miniatures. A versatile addition to any tool kit.

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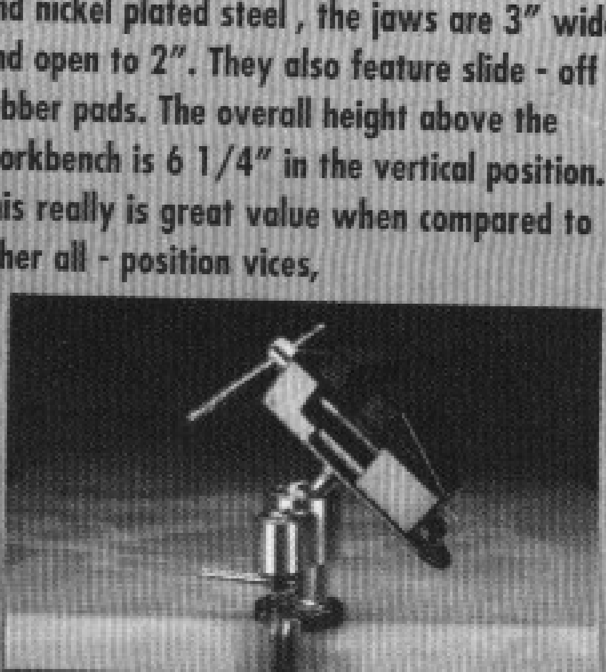

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- **Needle File Handle.** Ideal for holding the files above, comprising of a robust plastic handle with an adjustable brass collet. It accepts most standard type needle files as well as drills, burrs etc.
- **Microdrill Set.** 20 piece HSS Precision Ground Drill Bits in the following sizes: 0.3 mm to 1mm in 0.5 mm intervals, 1.2 mm, 1.3 mm, 1.4 mm, 1.5 mm and 1.6 mm. They come complete with a handy selector box which affords each drill its own compartment.
- **Archimedian Drill** An excellent design makes this ideal for use with the microdrills (above). A spiral action hand drill with a brass handle and steel chuck with 0 - 1mm capacity. Its spring action makes it very easy to use. The drill turns by pushing the centre piece up and down.
- **Swivel Headed Pin Vice** This vice incorporates two double ended collets which cover the range 0 - 3.2 mm. One collet is stored beneath the swivelling head, which makes the tool comfortable to use. Finished in bright nickel plate.

This kit will prove invaluable for all modellers. The complete set can be yours for

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PLANS SUMMER SALE

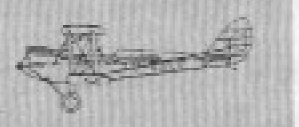
We know that you love a bargain, as you keep on snapping up all the great special offers from Modellers Direct. In fact, the two exclusive selections of plans in the last Modellers Direct have been so popular that we have decided to include them again. Remember, these offers will not last forever - so take advantage of these special prices now and save up to £4.70 on our plans selection.

SPECIAL OFFER SAVE £3!

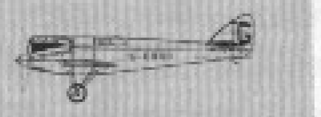
THE DE HAVILLAND 'MOTH' COLLECTION

For the first time this selection of scale drawings includes 7 designs- now including the DH 80a Puss Moth.

De Havilland D.H. 60 Moth



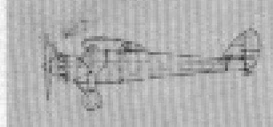
Finely detailed drawings with explicit airframe arrangement. Shows both civil and military versions, including Amy Johnson's "Jason". 1/36th scale dye-line plus 1/48th scale plan, with illustrated history and detailed sketch page.



D.H. 71 Tiger Moth

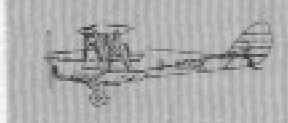
The monoplane 'Tiger' finely detailed in large 1/24th scale dye-line, with 1/48th scale print and illustrated history. Includes some cockpit and other detail.

De Havilland D.H. 75A Hawk Moth

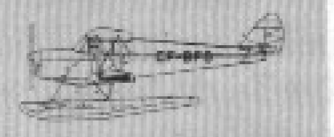


Detailed general arrangement with airframe lines. 1/36th scale dye-line, plus 1/72nd with illustrated history.

De Havilland D.H. 82 Tiger Moth

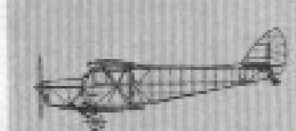


Excellently detailed, 'from life' drawings, showing airframe lines, close-up sketch page including cockpit details and illustrated service history. Scales 1/48th and 1/24th.



D.H. 87A Hornet Moth

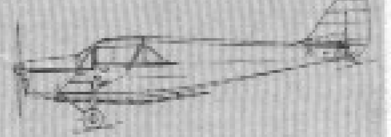
Detailed drawings include float-plane and ski versions in addition to landplane. Illustrated history of type. Large 1/16th scale dye-line drawing, plus 1/72nd scale.



D.H. 85 Leopard Moth

General arrangement drawings with airframe lines, together with illustrated history of aircraft type. Drawn in 1/36th and 1/72nd scales.

NEW DH 80a Puss Moth.



First flown in 1929, the Puss Moth was one of the first high-wing enclosed cabin monoplanes designed for sport and club use and was also used by record setters like Bert Hinkler and Jim Mollison. To scale 1/48.

This collection is offered as a complete set at an extra special price:

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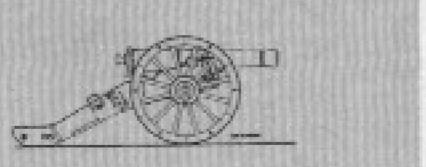
THE CANNON COLLECTION

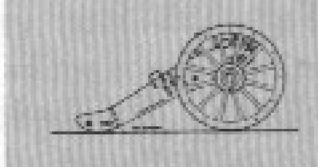
We are proud to offer six of the best cannon drawings at a special group price. The ideal set for all military modelling enthusiasts. All drawings by Ian Stair.

French 12 pdr Field Gun, System Gribeauval



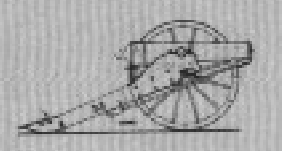
Primarily designed to fire round shot at opposing infantry and cavalry formations, this power gun was of particular importance to the French. The rate of fire was about 2 rounds per minute with an effective range of approx 1100 yards. The gun was served by a six man crew and was drawn by a team of six horses.

French 6" Howitzer, System Gribeauval



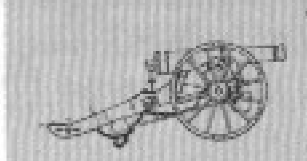
From the 1778 artillery reforms of General Gribeauval, designed to produce a more mobile gun to lob shells at a high angle at short range. It also provided close fire support to assault troops by overhead fire. The exploding shells would set light to any combustible target.

British 6 pdr Field Gun



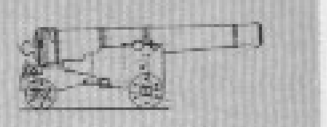
Front/side elevation and plan view plus full model wheel construction in 3/4" to 1ft scale.

British 12 pdr Field Gun 1800-1860



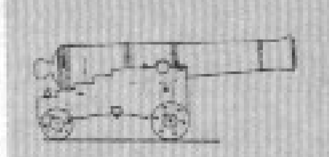
Typical of the field pieces used during Napoleonic wars. Scale 1 1/2" to 1ft.

12 pdr Ships Gun c.1780, & 68 pdr Carronade



Double plan feature with side/front elevation and plan views for both pieces.

32 pdr Ships Gun c. 1780-1805



Front/side elevations and plan view of carriage together with detailed deck instructions including breaching tackle.

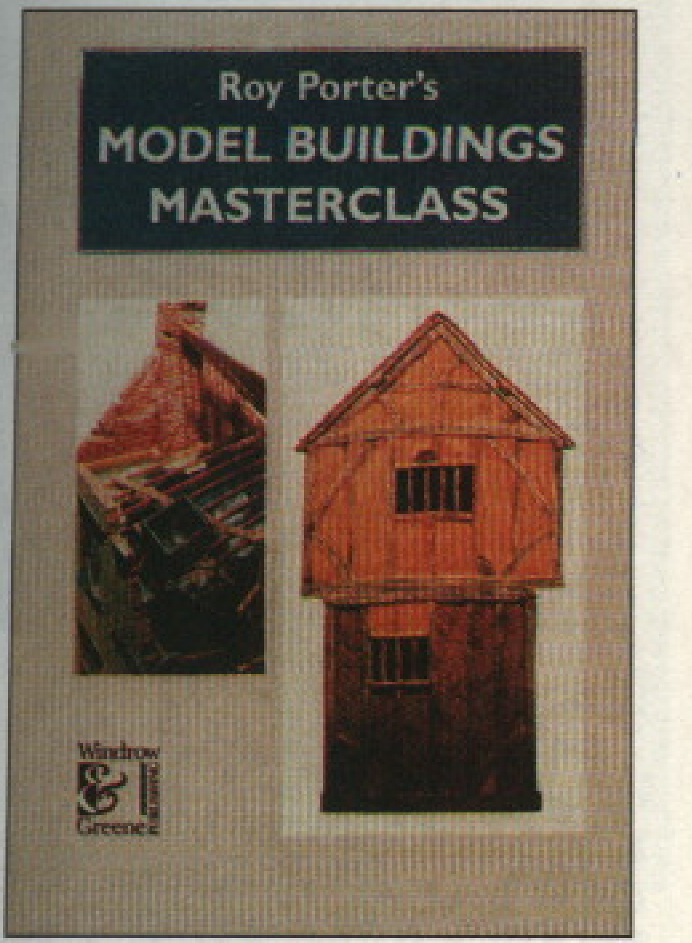
This set of six plans usually retails at £19.70 UK (inc. p&p).

However, we can now offer this set at a special reduced price:

NOW ONLY £15.00 UK, £16.50 Overseas. Code: 9008

ON PARADE

BOOKS & VIDEOS REVIEWED

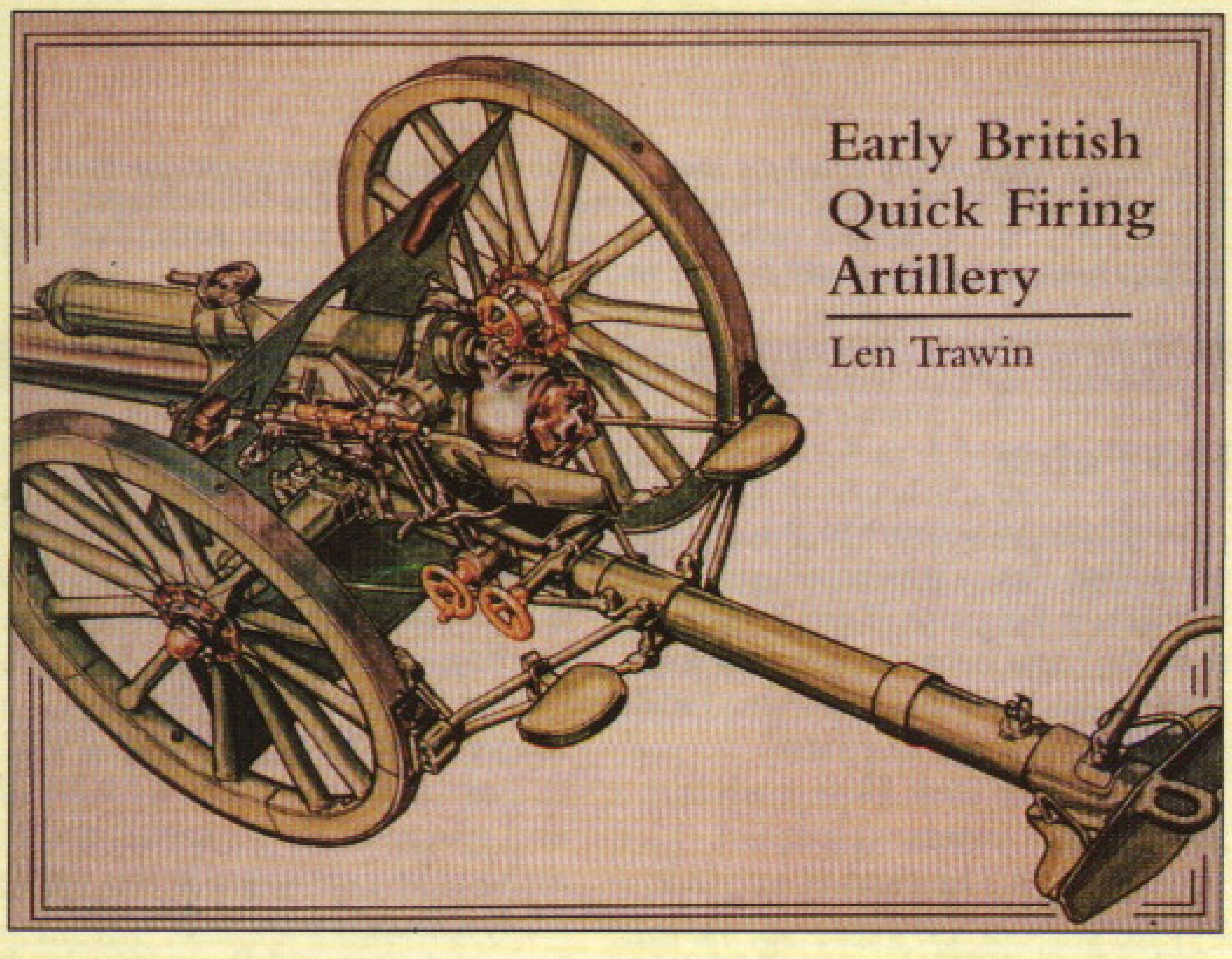


Model Buildings Masterclass, Roy Porter. Windrow & Greene Ltd., 5 Gerrard Street, London W1V 7LJ. ISBN 1-85915-063-2. Price £19.95.
Now, here's an extremely useful book on a subject that no-one, to date, has covered in any depth, especially for modellers, and especially military modellers at that! True, railway modellers have had their share, but I'm pleased to see a book aimed specifically at the military modeller.

Roy Porter's book is, thankfully, conventional with a beginning, a middle and an end. He first looks at real buildings, following this by a chapter on materials and tools, then running through scales, interiors, bricks and brickwork, etc., right up to bases and a selection of dioramas.

I found the book fascinating. It successfully puts across the necessary information with no frills, and its illustrative content, with a few reservations on presentation, is very good. I found the chapter on bricks and brickwork intriguing and it should eliminate any future mistakes and point modellers in the right direction. I read this chapter twice, because it contains so much hard information that is relevant to anyone with an interest in modelling, military, general or otherwise.

It's highly recommended and a must for military modellers' bookshelves.
K.M.J.


Early British Quick Firing Artillery
Len Trawin

Early British Quick Firing Artillery, (Field and Horse), Len Trawin. Nexus Special Interests Ltd., Nexus House, Boundary Way, Hemel Hempstead, Herts HP2 7ST. ISBN 1-85486-154-9. Price £35.
A considerable amount of work and research has gone into Len Trawin's new book on early British breech loading and quick firing guns. A brief six-page introduction on the history of guns opens the book which is profusely illustrated with line drawings, scale drawings and sketches, covering the 15pdr, 13pdr, 18pdr, 5 inch howitzer and 4.5 inch howitzer, plus other associated topics - gun carriages, sights, materials, wheel construction, stores and harness. A glossary is also provided, as is a conversion table of Imperial measures and their Metric equivalents.

Gun carriages are an interesting and essential feature of any artillery piece and whatever their design and operation, it has to be carefully thought-out to ensure maximum efficiency of the piece. The author describes how the carriage supports the gun when firing, for support and travelling. Sights and how they work is covered in detail, both direct and indirect types are discussed, along with diagrams of their theory and operation.

Materials - wood and metal, plus the liquids used for hydraulic buffer systems makes interesting reading and it is surprising just how many different kinds are involved. Leather seals, ropes, packing and Asbestos all had their uses and are considered in some detail.

Wheel construction is described and illustrated with some scale and line drawings which provide virtually an 'instant' insight into how wooden wheels were assembled and their steel tyres fitted. Excellent reference material for modellers!

It is here that the author's illustrative skills on drawing machinery and equipment does not extend to the human form and the figures 'showing how' in the drawings are a bit naive in appearance and anatomy and should have been redrawn, perhaps . A minor niggle, however.

The section on wheels is presented in depth with very detailed scale drawings and sketches and anyone wishing to model a gun wheel (or otherwise) will find the information imparted therein of immense value.

The guns are described and illustrated in fine detail with scale drawings and very competently drawn three-quarter illustrations which are both clear and appear most accurate in outline when they are compared to the scale drawings. Again, intending modellers have it all set out in detail; the minutiae of breech mechanisms, sights, etc., for each gun are revealed and this also stretches to the charges, shells and different types of shot used - even the fuses are shown. Canister type rounds are illustrated and it doesn't bear thinking about the bloody mayhem this ammunition would cause against massed troop formations that 'happened' in front of the guns.

Limbers and Ammunition Wagons aren't forgotten, and are illustrated to scale and in exploded form showing the components and construction. A super book; don't miss it.
K.M.J.

Patton's Third Army, Christopher J. Anderson. Greenhill Books, Lionel Leventhal Ltd., Park House, 1 Russell Gardens, London NW11 9NN. ISBN 1-85367-290-4. Price £7.50.
Another in the series, 'G.I. The Illustrated History of the American Soldier, His Uniform and His Equipment' from Greenhill Books offers a selection of colour and black and white photographs so essential for modellers and at an affordable price.

Patton's Third Army has some official Signal Corps photographs along with a good mix of what appear to be personal snap-shots from soldiers' albums. There's a variety of pictures of the 'big' man himself, but mainly the coverage is of soldiers and equipment.
K.M.J.

Panzerwaffe at War (2) Moscow to Berlin, Robert Michulec & Thomas Anderson. Concord Publications Co., 603-609 Castle Peake Road, Kong Nam Industrial Building, 10/F, B1, Tsuen Wan, New Territories, Hong Kong. ISBN 962-361-619-8. Price £12.99.
Essentially the same mix of pictures began in the first part of this photo-essay, the Concord formula works well; a five-page introduction and a large amount of black and white photos, along with some colour profile drawings of vehicles which takes the story up to the War's end.

A lot of the pictures will be new to many eyes, selected from what must still be an absolute mass of surviving WWII material out there that hasn't been too exposed in publications over the past half century. Just where does it all come from? There are some pretty rare and interesting photographs in this part.

If you're an AFV modeller and you like German vehicles especially, then this one is for you. Greenhill Books, Lionel Leventhal Ltd., Park House, 1 Russell Gardens, London NW11 9NN import the Concord range into the UK.
K.M.J.

Regimental Life in the British Army in India 1921-1922, F.H. Broomhall, Edited by R.A. Bonner. Available from RHQ(I) The King's Regiment, Ardwick Green, Manchester M12 6HD. ISBN 1-873907-07-9. Price £5.95.
This soft cover booklet is based on the life of the 2nd Battalion, during the early 1920s of The Manchester Regiment at their permanent station in India. The period covered follows their period of active service as one of 42 battalions raised during WWI, and after a later action at Hillah in Mesopotamia in 1920 where they lost three officers, 131 NCOs and men.

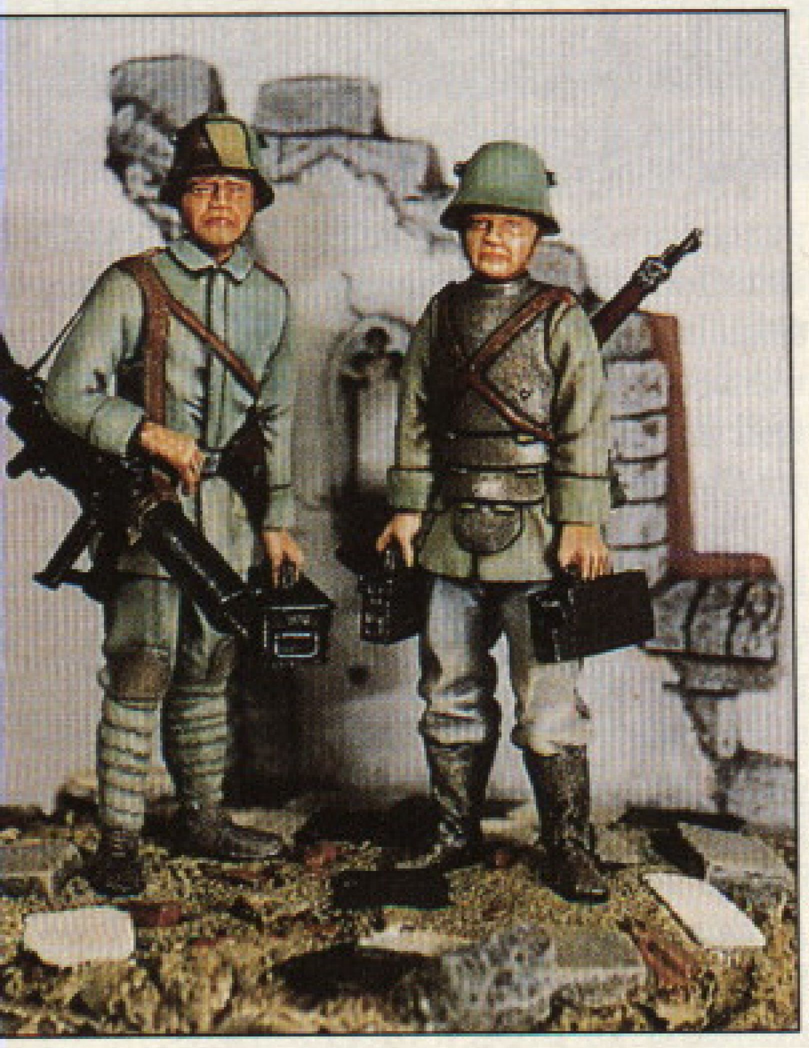
F.H. Broomhall compiled the account from memory and what he calls a 'very scrappy diary' kept throughout his service. The book presents a close insight into Army life of that time, information that can only come from a serving soldier and not an arm-chair pundit writing over 70 years later. The personal touch comes through time after time and everything is covered in three chapters - the Regiment, training, the Band and Drums, uniforms and equipment, weapons, battalion formation, discipline, sport, entertainment, education, accommodation, climate and health, the Indian army, the civil population, travel by train and religion. Something for everyone!

Don't miss it; unfortunately there are no pictures except for the group shot on the cover, but it is a most enlightening read for anyone interested in the history of the British army and highly Recommended.
K.M.J.

ATTEN-SHUN!

The Editor welcomes product samples for review which should be sent to the Editorial Offices, Nexus House Boundary Way, Hemel Hempstead, Herts. HP2 7ST. Unless a prior arrangement has been made with the Editor, review samples will not be returned.

NEW PRODUCTS REVIEWED

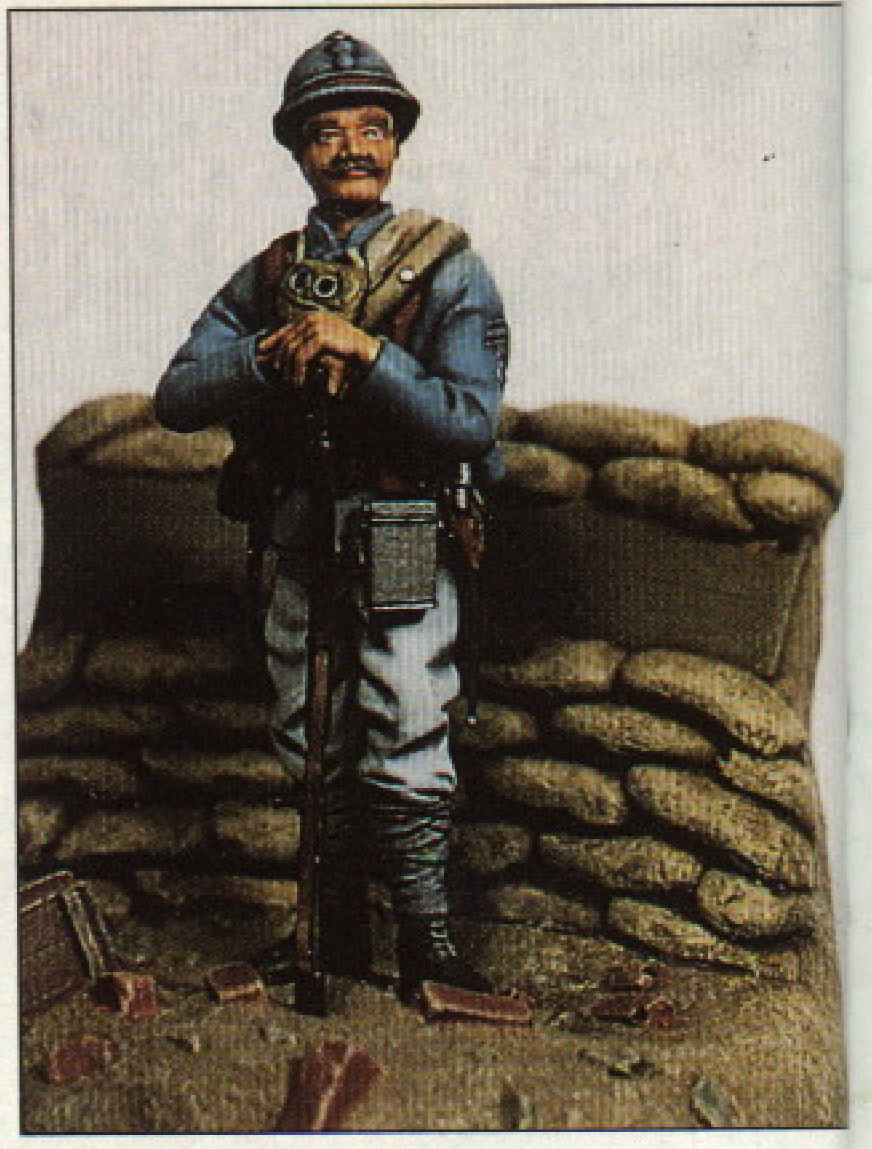


Pro Patria

A new manufacturer to this column, Pro Patria are based in Herderen Belgium. Two 75mm models have been forwarded for review, a single French *Poilu* 1917 and a two-figure German Machine-gun Unit 1918, both kits include cast plaster (ceramic) scenic bases. The figures are cast in polyurethane resin.

The *Poilu* (PP01) costs £16.50 (995 Bfrs) and is in a casual stance, hands resting on his rifle which is butt down on the base. The scenic base is very big and comprises a sandbagged breastwork and cast-on wooden crate. Detail is good, but in some areas it leaves a bit to be desired. The attitude of the Adrian helmet on his head is a little weird and his ears are too far up the sides of his head! The feet are small in proportion to the rest of the body.

The two-man German machine-gun assault team (PP02 £25 or 1495 Bfrs) have a *MG08/15* and one man wears metal body armour which is much too tight a fit; it should be bulkier and appear 'worn on' the upper body, rather than incorporated into it, going by photographs, that is. The steel helmets aren't quite the right shape either, the crowns are too small and the armoured visor lugs are too big. It all fits together easily enough and a two piece scenic base of generous proportions is provided.

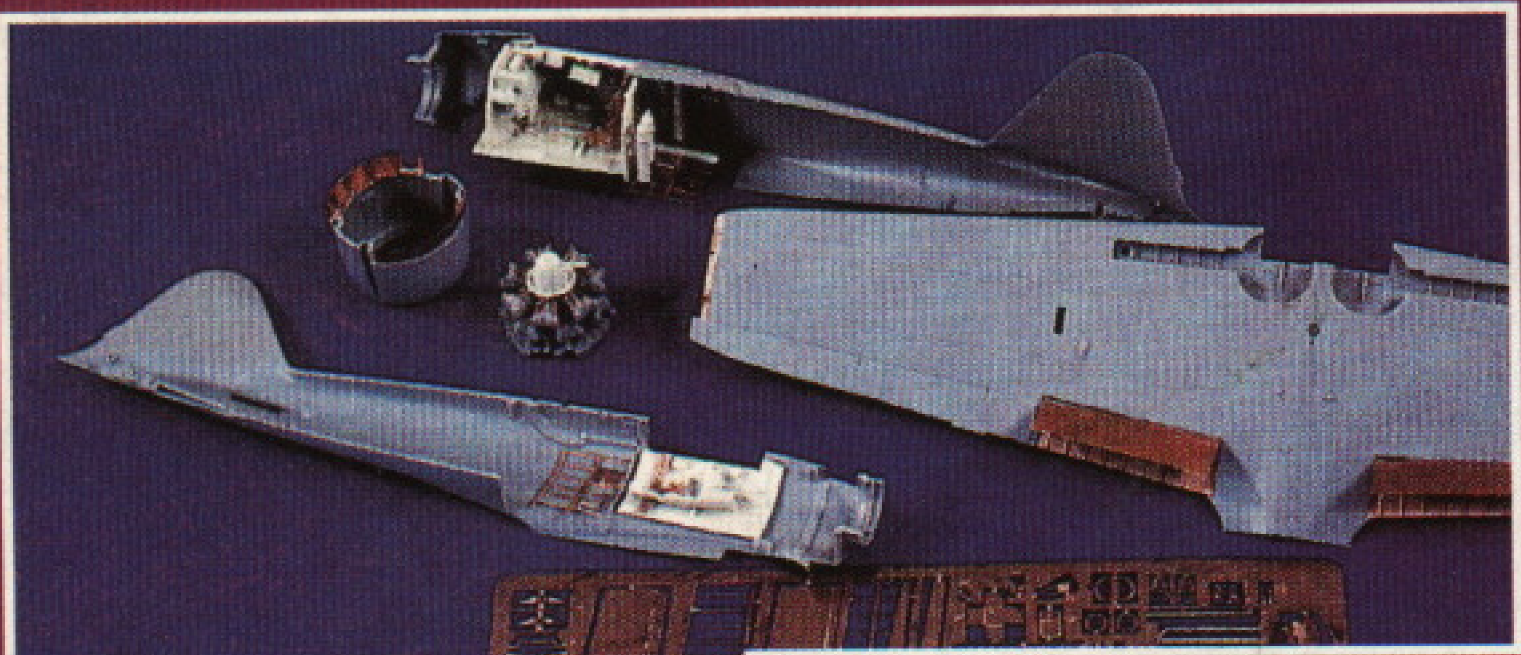


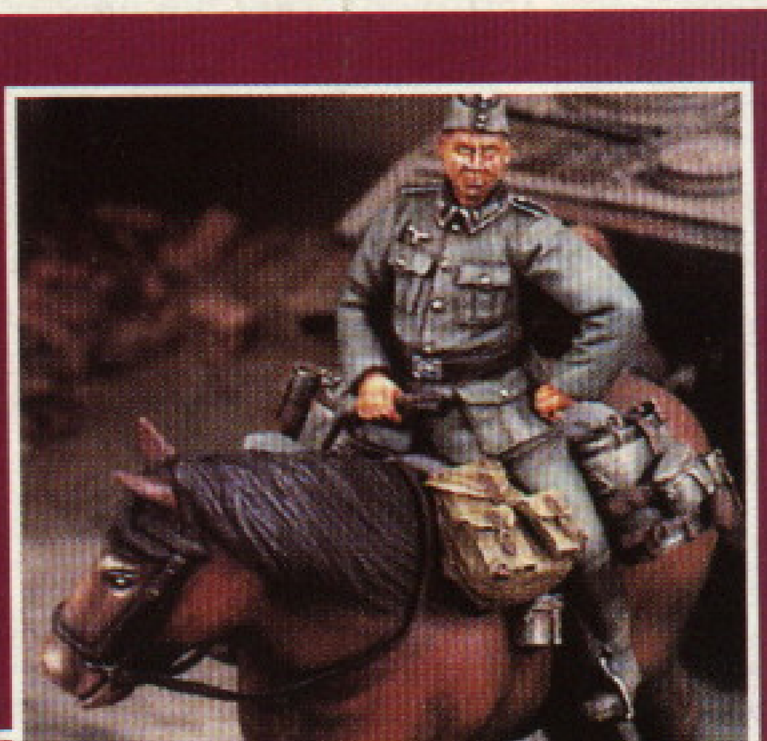
I have no details of a UK stockist for Pro Patria.

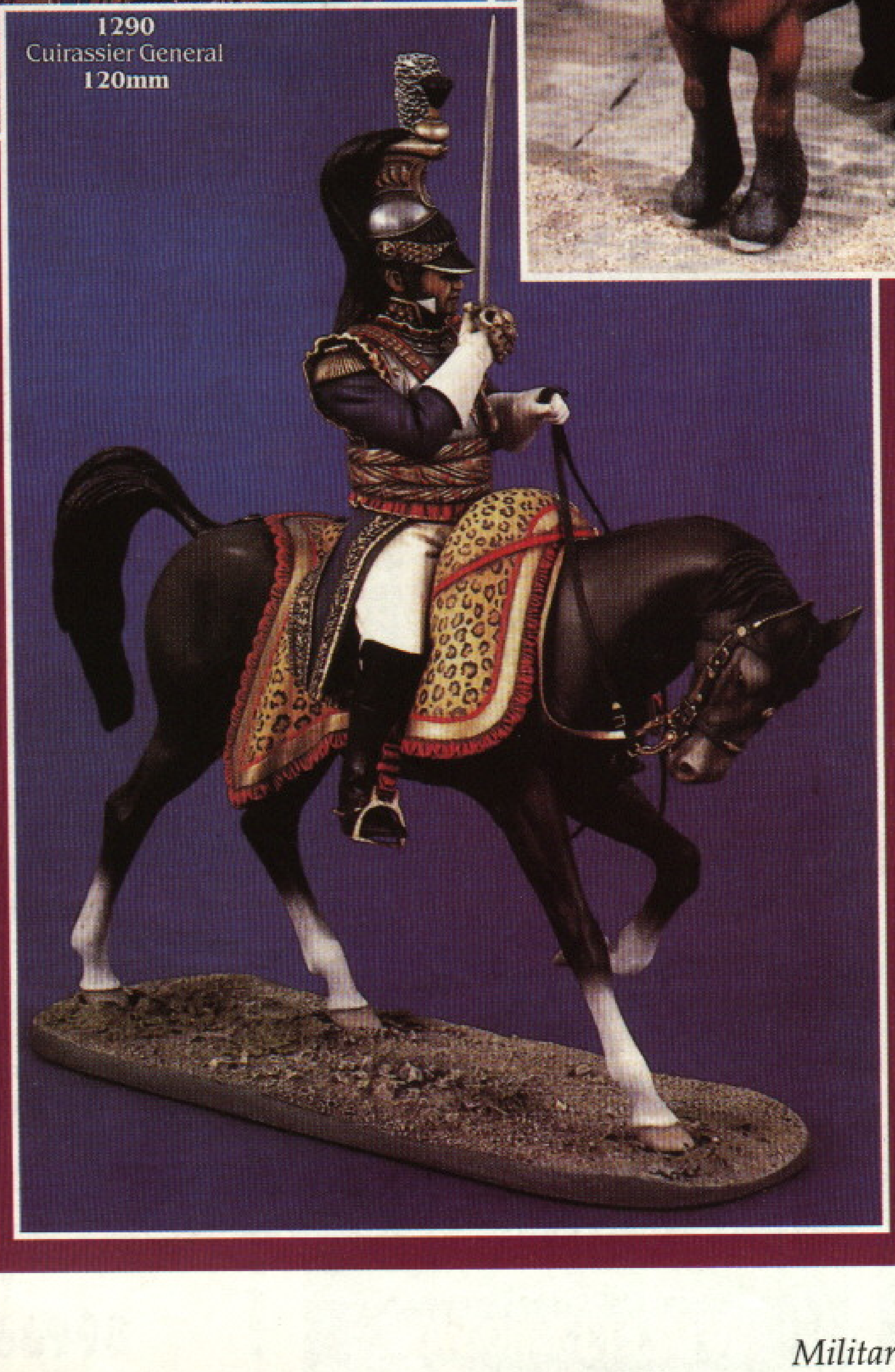
K.M.J.

Prices in text

Pro Patria, Heiligestraat 44, 3770 Riemst-Herderen, Belgium.







Verlinden Productions

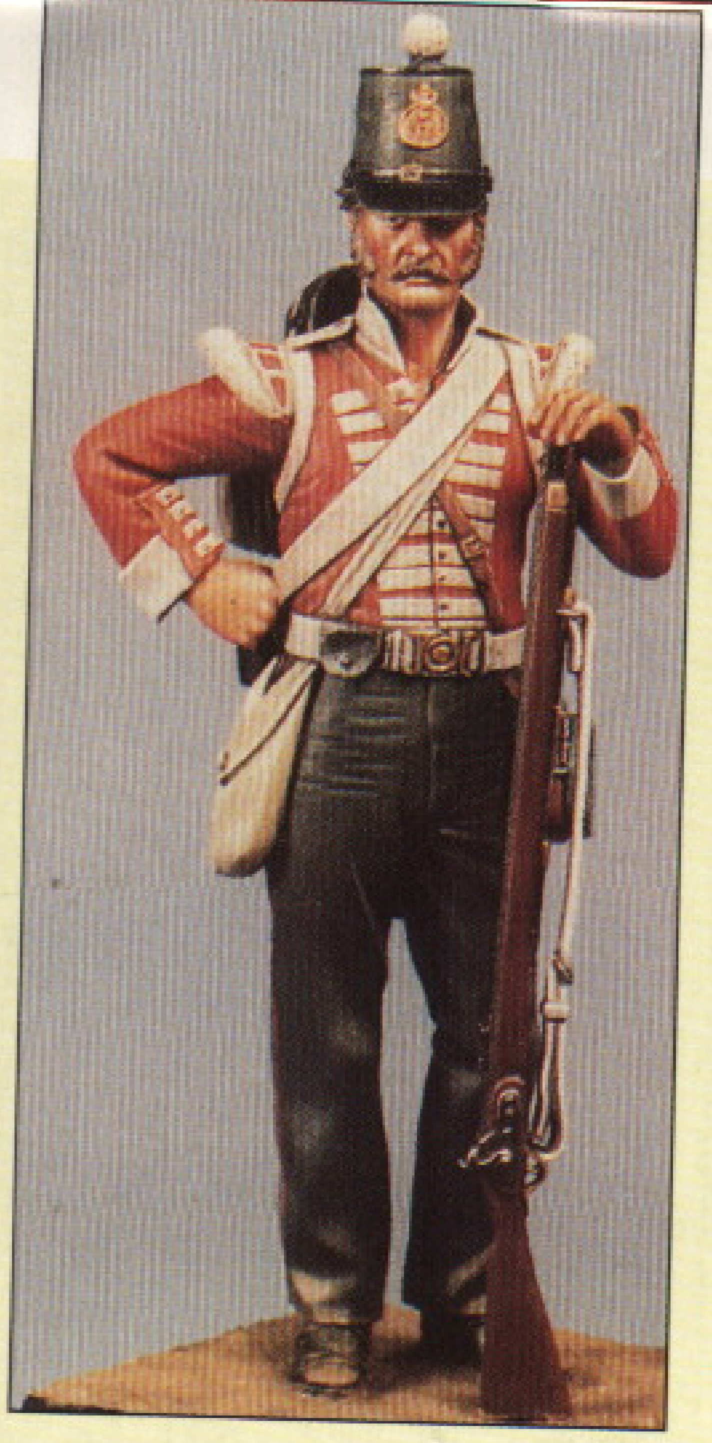
November's releases from Verlinden Productions have arrived for review via Historex Agents of Dover who distribute VLS Corporation products in the UK.

The monthly output of Verlinden products has been reduced somewhat, which I feel is for the better, especially as the whole figure and accessory market is becoming a little swamped and November brings three 1:35 scale, two Super Scale 120mm, one 200mm and two 1:48 scale items for aircraft modellers.

A German WWII 'Mounted Food Carrier'(1291 £15.95 + 50p p&p), is very reminiscent of the part played by German actor Gert Frobe in the film *The Longest Day*. In fact, the figure in the kit is a bit corpulent and could be based on the film. Two heads are supplied, one wearing a helmet and the other a side cap. The horse is a 'heavy' type with lots of 'feathers' around the feet. There are three containers, four mess tins, four field flasks and a pack to mount on the horse. The polyurethane resin castings are wonderful and a piece of thin metal sheet is provided to make straps up from for the containers, reins, etc. I like this one, it makes a super little 'all in' model straight from the box.

'Spoils of War' is a 1:35 scale vignette (1292 £15.95 + 50p p&p) has a couple of American GI's who have discovered a cache of abandoned German weapons and equipment. A cast resin scenic base with lots of equipment moulded on in situ forms the foundation for this two-figure vignette for the GIs who are examining the weapons they have discovered. These 'instant vignettes' are a super idea and enable the modeller to produce an interesting scene with everything included, yet allowing some adjustment and slight conversion from what is intended or illustrated on the box top.

A Maybach engine and engine compartment for Tamiya's 1:35 scale German *PzKpfw IV* (1294



Fort Duquesne Military Miniatures

A Private, Flank Company 17th (Leicestershire) Regiment of Foot, Crimea 1854 is a new addition to the Fort Duquesne Military Miniatures range, sculpted by Derek Hansen. I saw the original 70mm figure entered in the competition at Euro Militaire and was pleased to see the design produced as a kit.

Cast entirely in cream colour polyurethane resin, the kit is in an unfussy pose, showing crisp detail on the parts. The body, including head, is a one-piece casting with the arms and equipment to be added, along with the coat tails which form into the waistbelt and fit into the line of the haversack on the right hip. Fit of parts is very good and there should be no problems with assembly.

The 'Albert' shako (1844-55) is quite well depicted for shape, though the plate could be a little more detailed and more rounded than oval in shape. Missing, and it would be visible in this scale, is the false buckle ornament on a triangular patch, located central bottom rear on the lower leather binding. The small buckle at the front will have to be the chin strap folded up around the front of the shako because the lower band was plain at the front. If you add a chin-strap, eliminate the buckle. Also, the top leather band and crown of the shako shouldn't be sunken. The cross on the top of the crown on the plate should locate over the leather band encircling the top of the shako. Minor points, perhaps, but in this scale it's noticeable.

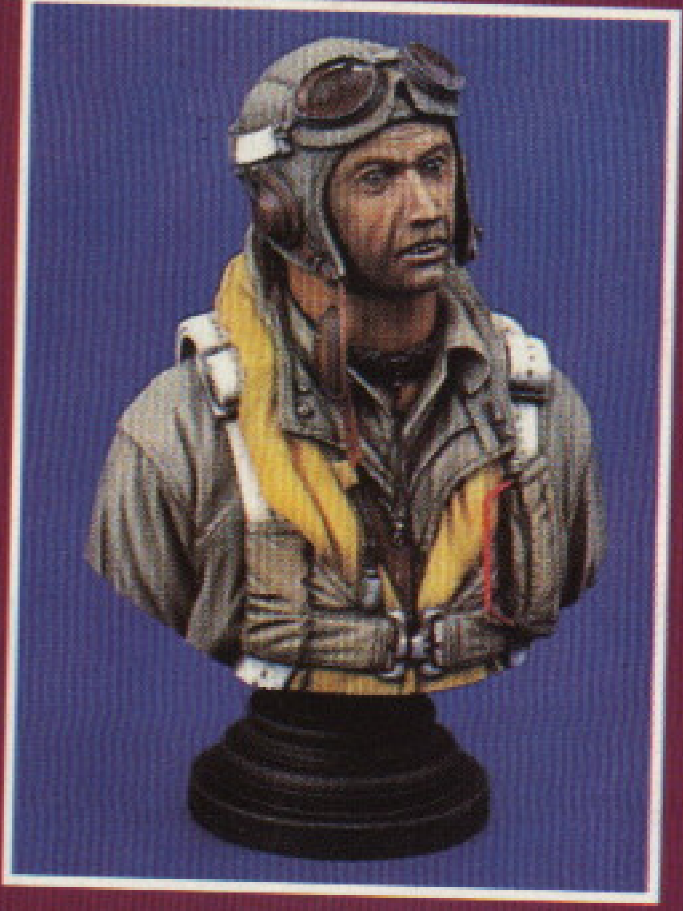
Quibbles aside, I like this figure, it is virtually spot on for me and from a period of British army history virtually neglected by manufacturers. It is a figure I'd buy more than one of because with slight adjustments, a little research, etc., other regiments of this period can be made up with minimum effort. I hope we see more British army figure kits of this period from Fort Duquesne Military Miniatures.

Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ stock the Fort Duquesne Military Miniatures range.

K.M.J.

Price £16.50

Fort Duquesne Military Miniatures, 105 Tristan Drive, Pittsburgh, PA 15209, USA.



£13.95 + 50p p&p) is the final 1:35 scale release for November. An illustrated instruction sheet is included in the box which shows only the small alterations needed to the Tamiya hull top (Part C51), how the polyurethane resin parts fit together and fit into the hull bottom. If you like to open everything up or wish to represent a maintenance scene, this is a good starting point, superbly well detailed and fairly easy to install, although be prepared for a little adjustment here and there.

One of the Super Scale 120mm (1296 £19.95 + 50p p&p) figures is a WWII Salvage Diver - the type in big weighted boots, big rubber suit and big round brass helmet with water tight port-hole type windows in it. A strange choice this one, in this configuration, because I find myself saying - 'what do I do with it?' He's depicted walking along the sea bottom, on the cast resin scenic base supplied, but such a pose needs murky water and bubbles around it. A boxed underwater diorama, perhaps? I think it's a bit pointless as it stands. Why oh why didn't they depict him out of the water, sat on a crate, helmet on, or off would have been better, getting ready for the dive? No doubt we'll see some interesting ideas around this one, however.

The polyurethane resin castings are beautifully formed and finely detailed, but the helmet will need grilles adding over the 'glass' windows made up from the soft copper wire supplied - not the best way of doing it. A piece of plastic tube for the airline and twine for the lifeline is provided. Sprues with finely detailed wing nuts are included and the location of these items, plus other bits and pieces like weights, knife and airline connections, can be determined from close examination of the box top photographs showing front and back views.

A rather splendid 120mm model of a mounted Cuirassier General (1290 £53.90 + 50p p&p) is the other Super Scale model. Plenty to assemble and paint here, it's a beauty! The horse is a leggy thoroughbred with leopardskin shabrack, which is very colourful when painted up. The figure looks sufficiently old enough to be a general too, and he is saluting with his sword, as if trotting by in review or on parade; whatever, it's a good pose. After the casting blocks are removed, plus pegs from the horse's legs there to assist the filling of the mould, assembly is straightforward enough, though filler will be needed around joins. Thin metal foil is provided to produce the reins and cast metal buckles are provided to detail them. The box top photos have to be referred to for assembling this, however, I think I'd obtain references before assembling it. It's not a cheap model, though you get a lot of kit for your money with some of the most excellent polyurethane resin castings produced by Verlinden Productions to date - and strangely not a bit of photo-etched metal in sight. Definitely, a "modeller's model".

Something about the 200mm bust of a U.S.A.A.F Fighter Pilot Europe WWII (1293 £12.95 + 50p p&p) bothered me when I unpacked the box and compared the castings with the box top photograph. The helmet chin strap hangs down on the box top illustration, the helmet is undercut both sides to take account of it being unfastened ...but not so the kit casting where the helmet sides have been formed around the sides of the chin to, presumably, eliminate the undercuts and thus ease moulding. In this guise, no way can the chin strap and cup be made to hang down - it will have to be fastened under the chin which will entail bending it to fit. Alternatively, a piercing saw blade under each side of the helmet side to release it from the face and then carefully bending will enable it to be pushed outwards. Not an ideal situation, however.

Otherwise, a pillar stand is provided and the proof is in the painting, but the box top illustration makes it look more Pacific than Europe (summer?). Rubber tubing for radio connections and soft copper wire for the parachute 'D' ring pull, etc., is provided for in the box. However, there is no oxygen mask attached to the helmet, so necessary for higher altitude flying on European theatre operations.

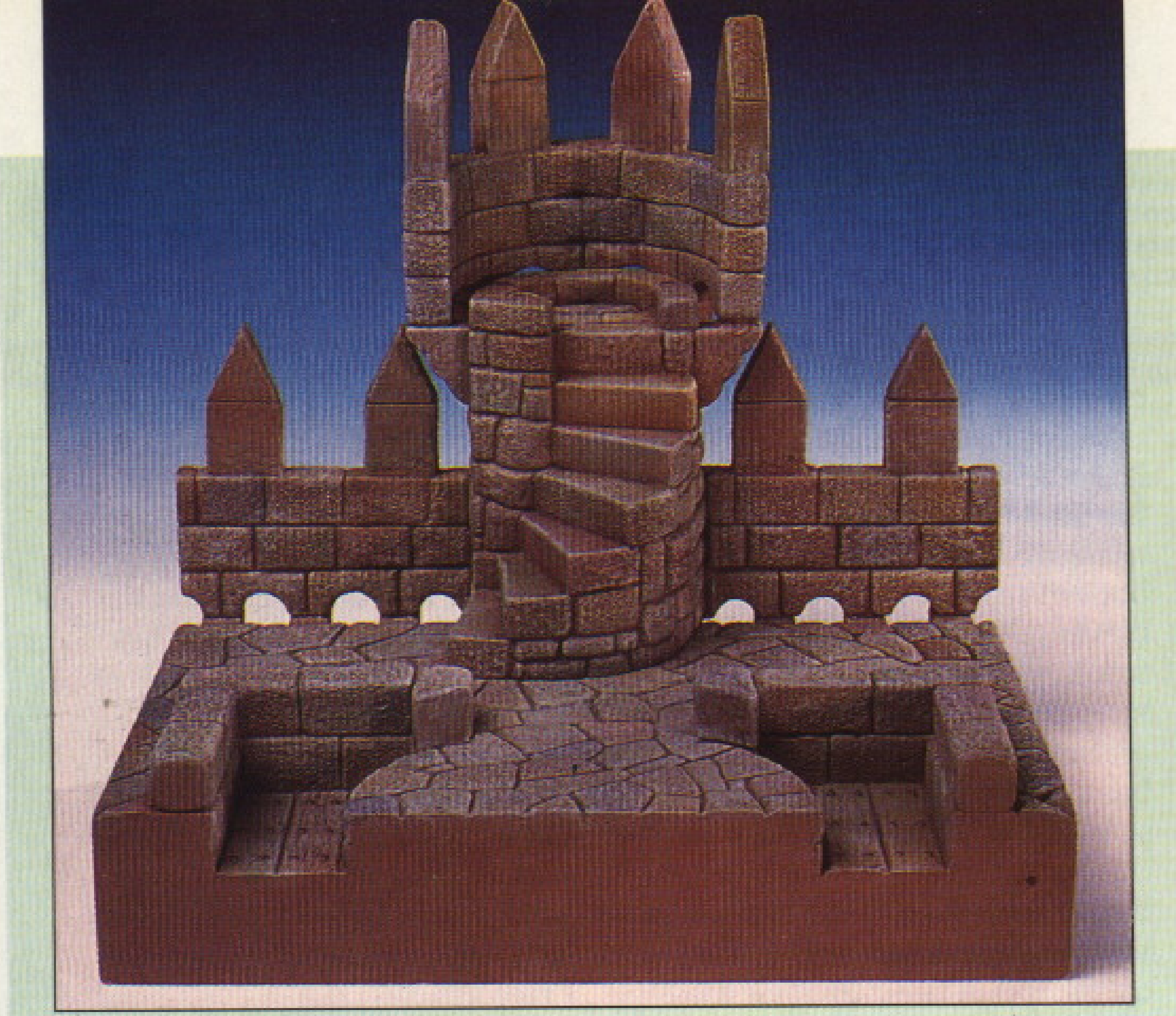
A set of 1:48 scale US Navy WWII Fight Deck Crew (1295 £10.15 + 50p p&p) which has four figures, oil cans, fire extinguisher and photo etched metal tools will grace any US carrier aircraft and can be adapted for other things. A set of resin and photo-etched parts to detail Hasegawa's 1:48 scale Japanese A6M2 *Zero* is also on release, kit 1289, price £19 plus 50p p&p.

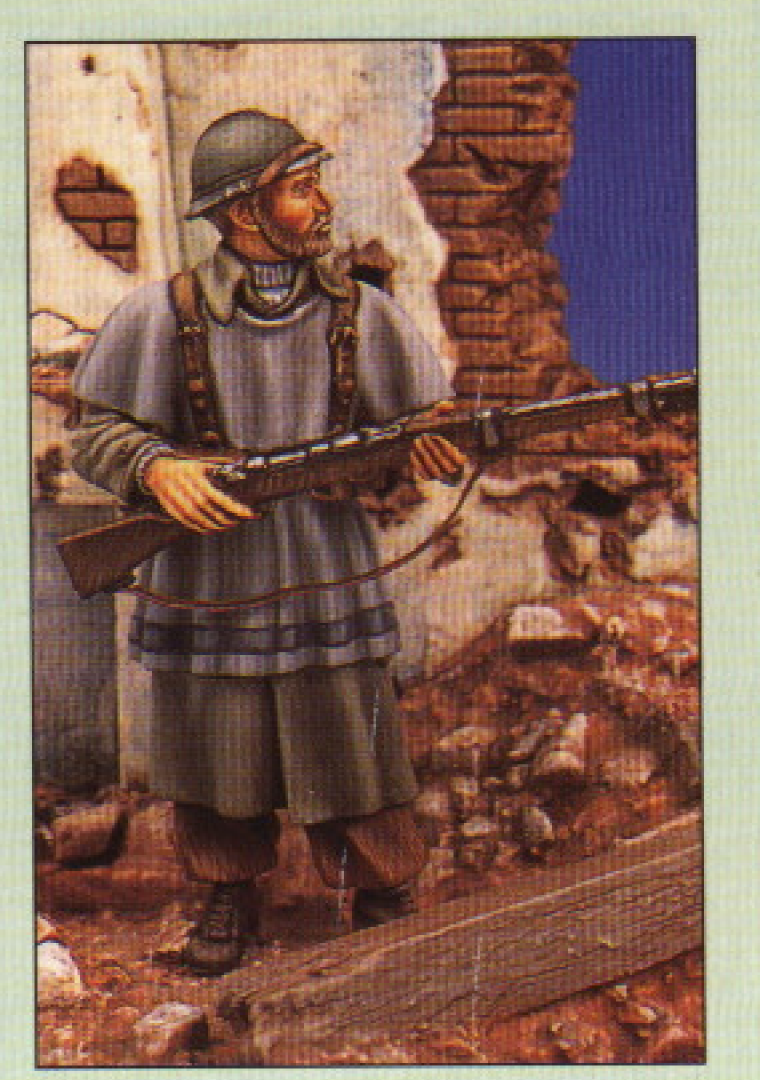
Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ have the Verlinden Productions range of figures and accessories in stock.

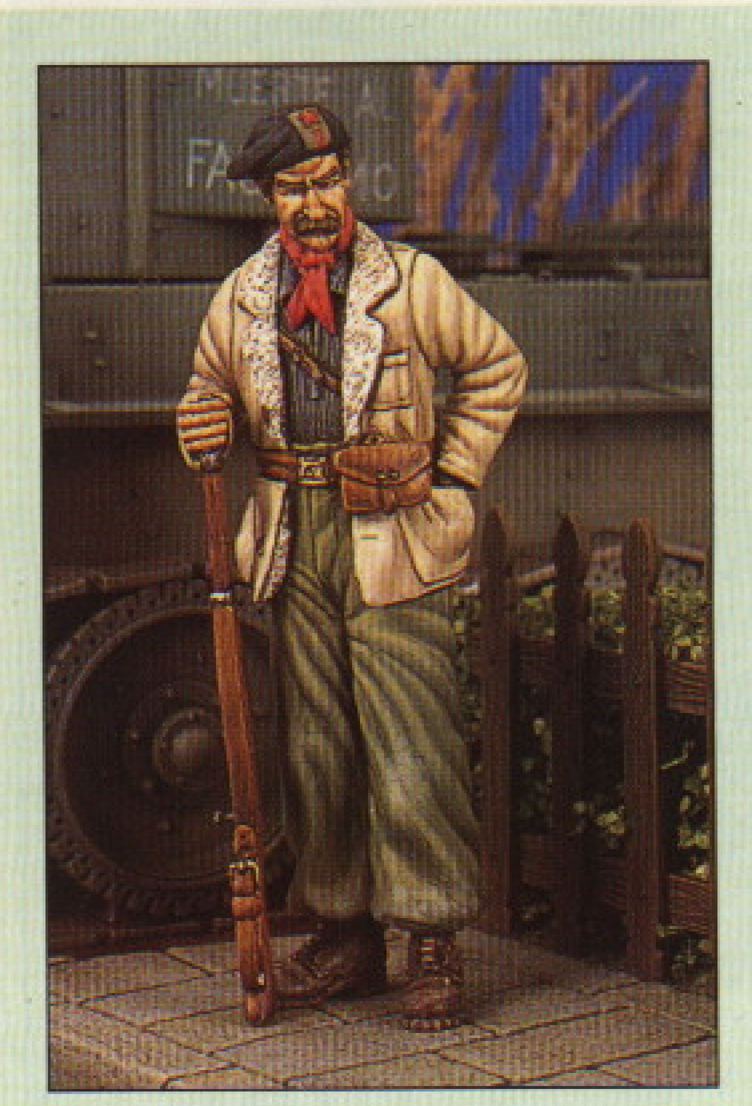
K.M.J.

Prices in text

The VLS Corporation, Lone Star Industrial Park, 811 Lone Star Drive, O'Fallon, MO 63366 USA.







Alhambra Models

Two new figure kits and two scenic accessory kits have been sent for review by Spanish manufacturer Alhambra Models of Madrid who specialised in cast plaster kits.

The 54mm figure kits, cast in white metal, are very interesting subjects based on Spanish Civil War types. A British Volunteer of the 15th International Brigade, 1937-38 (35.903) sculpted by Miguel Felipe Carrascal and a Republican Soldier (35.902) designed by Carlos de Diego Vaquerizo. As the International Brigade was on the Republican side the figures can be grouped as a vignette. The figures are well detailed and fit together easily, with a wipe of filler around arm joins needed. The metal is a little soft, so take care with the fixed bayonet on the Republican Soldier's rifle. I do not have a price on these good quality figures and Alhambra have no UK outlet, but you can contact them via E-mail: alhambra.models@hipocom.es or visit their Web site: www.hipocom.es/alhambra.models.

A Templar Tower Section II for 1:32 - 1:35 scales cast in plaster (ceramic) has been released (35.230) along with a super model of a Roman aqueduct (35.233)of the type found in Spain and the rest of

Andrea Miniatures

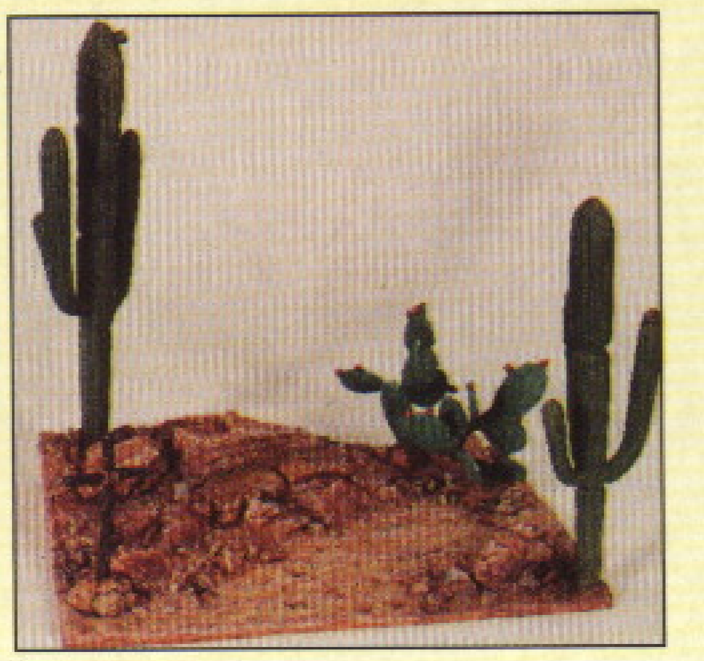
Interest in the 'Wild West' and using Hollywood motion pictures as a source to draw on, Andrea Miniatures have continued to add some inspired new 54mm figures and accessories to The Golden West range. Latest to arrive is S4-F10, 'Fort Apache', a white metal kit of a US cavalry officer waving his hat, the facial features being unmistakably those of actor John Wayne, who played Captain York in director John Ford's 1948 movie of the same name as the title of the kit. *Fort Apache* was one of John Ford's so-called 'Cavalry Trilogy', starring John Wayne, the others being, *She Wore a Yellow Ribbon* and *Rio Grande*, so look out for more Andrea releases inspired by these movies - perhaps?

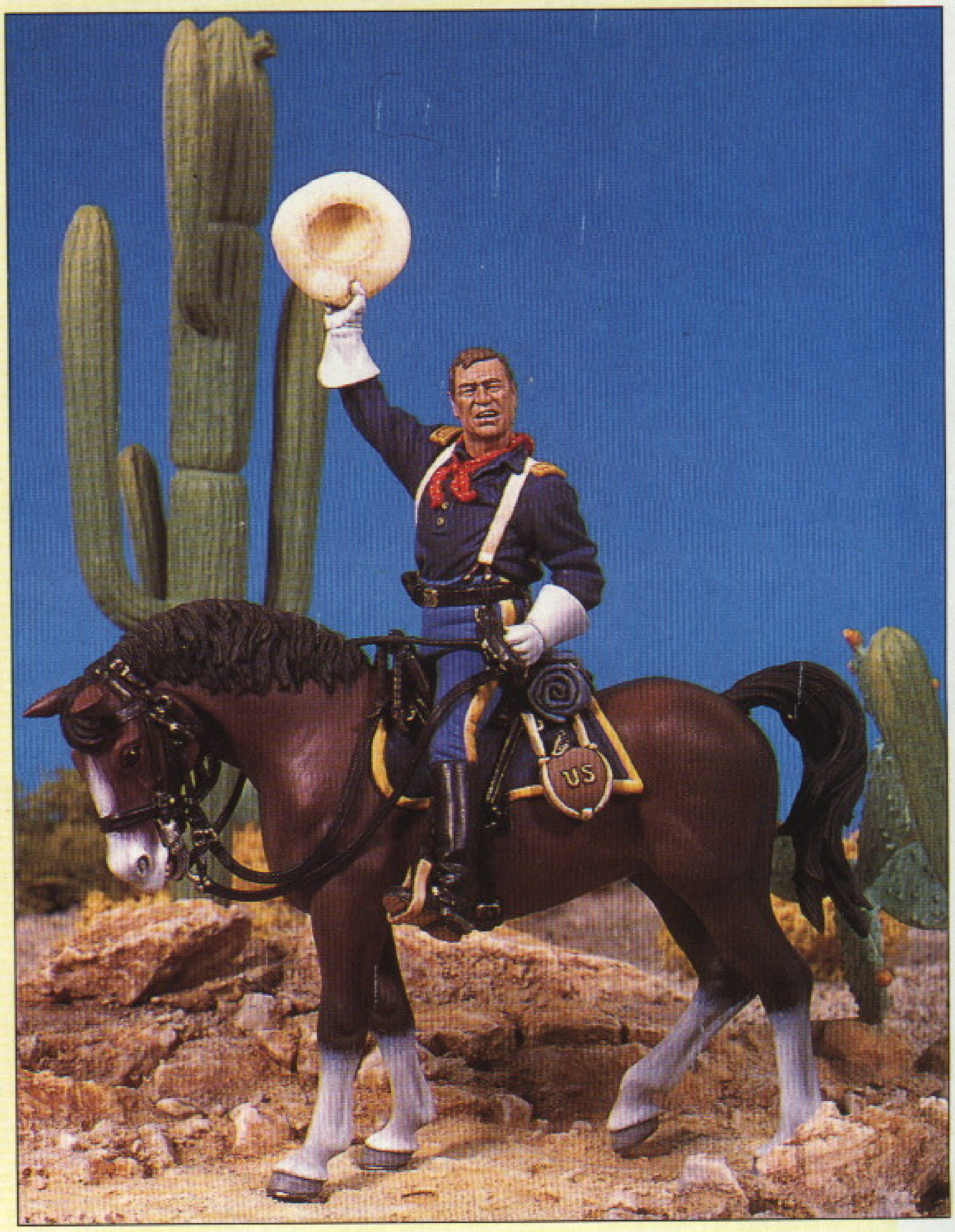
The figure was designed by A. Terol and Carlos Andrea and its detailed metal castings fit together easily, but a wipe of filler will be required around joins. The figure is a 54mm miniature of 'Duke' Wayne straight out of the movie, pose and design are very good. Even the hat has the correct turn ups on the brim and the designers obviously watch these movies very closely and John Wayne is an obvious favourite. The model certainly lives up to the homage paid in the instruction sheet. Price of this one is £34.50 + 30p p&p.

To compliment the latest figure kit, Andrea have released a scenic base AS-003 Western Setting I for 54mm figures in polyurethane resin and white metal. Most of it is resin, the base and smooth looking tall cacti are resin, but the prickly round type assemble from cast white metal parts, and there's a rough wooden cross (also white metal) thrown in. The John Wayne figure looks good on it, but it will take any figure, or figures, really. Price is £21.50 + £1 p&p.

Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ stock the Andrea range.

K.M.J.
Prices in text
Andrea Miniatures, C/Maestro Zudaire S/N. Los Negrales, Villalba, 28409 Madrid, Spain.

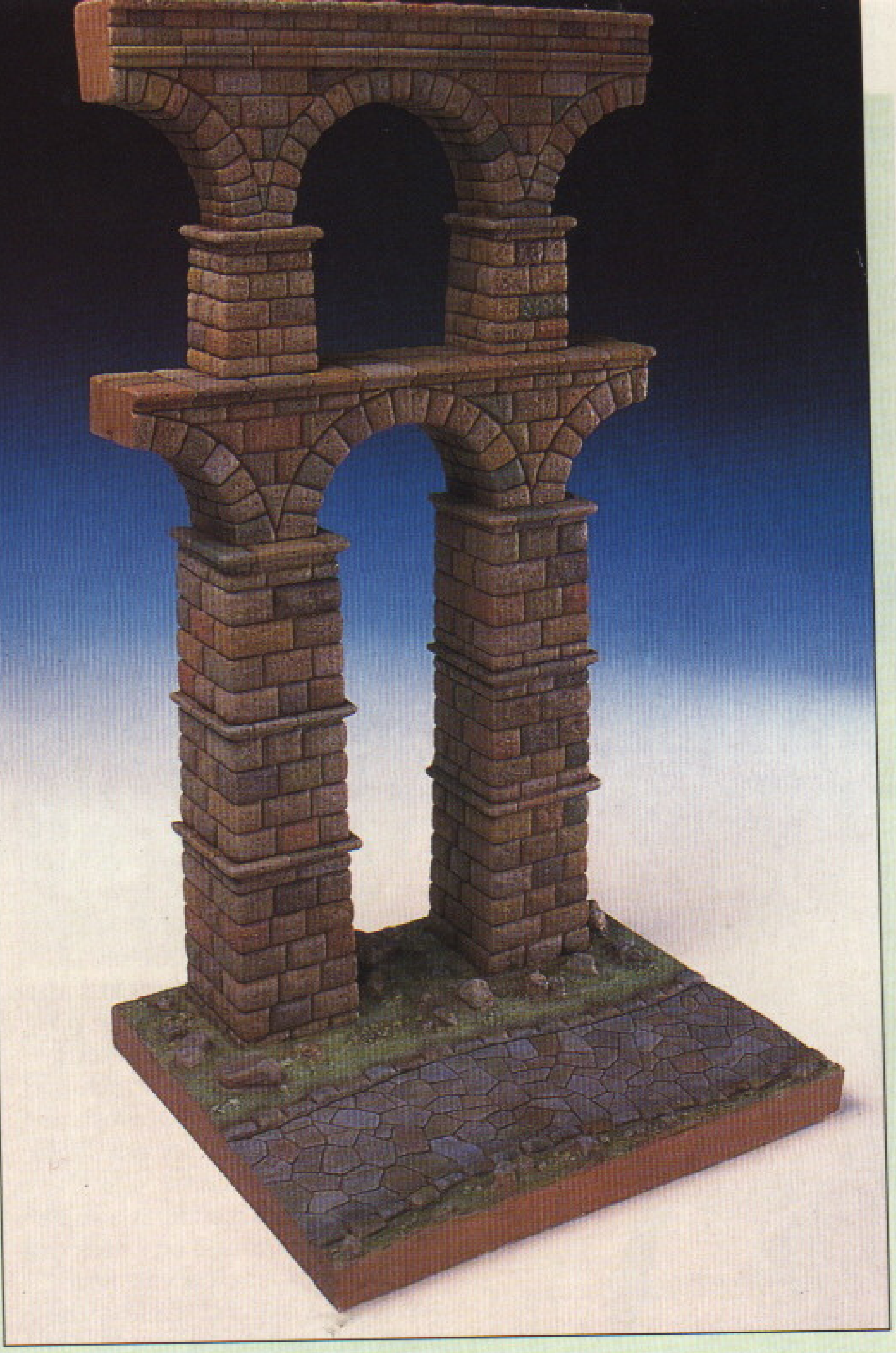




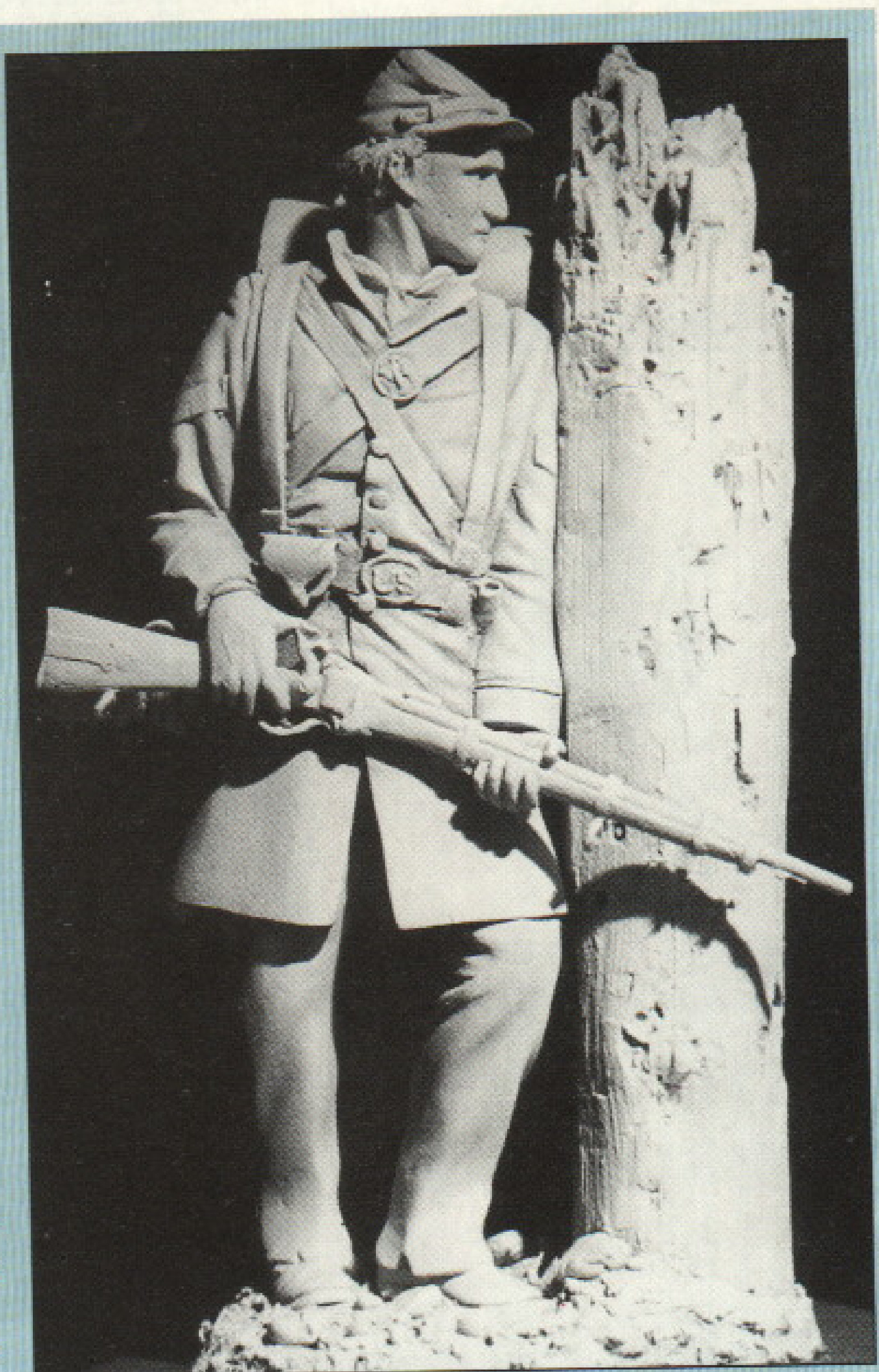
Continental unit occupied by Rome. The tower section has a half-round 'turret' with a short stretch of crenellated wall either side and a patrol walk and is intended as a 'stand alone' feature to display figures on, or to be joined up to the other kits following the same format.

The Roman Aqueduct is an excellent model with tall pillars supporting two runs of arches. The stonework is modelled as 'new' and it would be simple to degrade this if a 'ruin' is needed for a more modern scenic setting. The base has a flagged path running in front of the pillars. Obviously, two or more units linked together would form a sizeable run of aqueduct, but such a move would soon get expensive. Again, I have no prices, but contact by E-mail or tel/fax 34-1-554 96 21 should bring results. Ruined stairs (35.234)and bases (35.232) are some smaller pieces from Alhambra and ideal for displaying models.

K.M.J.
Prices not known
Alhambra Models, Plaza Juán Zorrilla 3, 28003 Madrid, Spain.



The Fusilier



The American Civil War 1861-65 'Friend and Foe' range from The Fusilier has its first two 1:24 scale (75mm) white metal figure kits on release - Fed/01 is a 1st Berdan's Sharpshooter at Gettysburg 1863 (£16.50 plus 10% p&p) and Reb/01 a Confederate infantryman, 5th Texas, Robertson's Brigade Gettysburg (£15 plus 10% p&p).

The sharpshooter is a good study, posed with his Sharps rifle at the ready, leaning behind a bullet pocked and shattered tree trunk. He has his right thumb on the hammer and is cocking the weapon before bringing his rifle up to his shoulder in the aim. A small scenic base takes the tree trunk (two halves) to which the figure is positioned by a slot on its left upper arm. The figure is a one-piece body casting onto which locates the head and the rifle via both hands cast in situ, fits into the coat sleeves ensuring a correct and positive location. A pack, ammunition pouch, water canteen, drinking mug and two tiny sling swivels for the rifle make up the rest of the kit. Detail is very good and the parts locate easily making for a trouble-free assembly. The Berdans wore 'Rifle Green' so this one makes an interesting contrast from the Union dark blue and colourful zouave uniforms.

The 'Rebel' figure is posed advancing with his musket over his shoulder, bent forward in expectation of 'stopping one' from the constant fire poured at the Texans from the Union forces ahead. It's a pose that doesn't work 100% in isolation, otherwise you have to explain it to every casual admirer. It needs a figure either side or, at least on one side, to lend credence. This aside, however, he will paint up well enough in the Confederate colours of your choice - but don't make him too bright! Looks like the beginning of a super range from The Fusilier and I look forward to seeing the next releases in it.

K.M.J.
Prices in text
The Fusilier, 'Passchendaele', 32 Barmouth Close, Connah's Quay, Deeside, Flintshire CH5 4UD.

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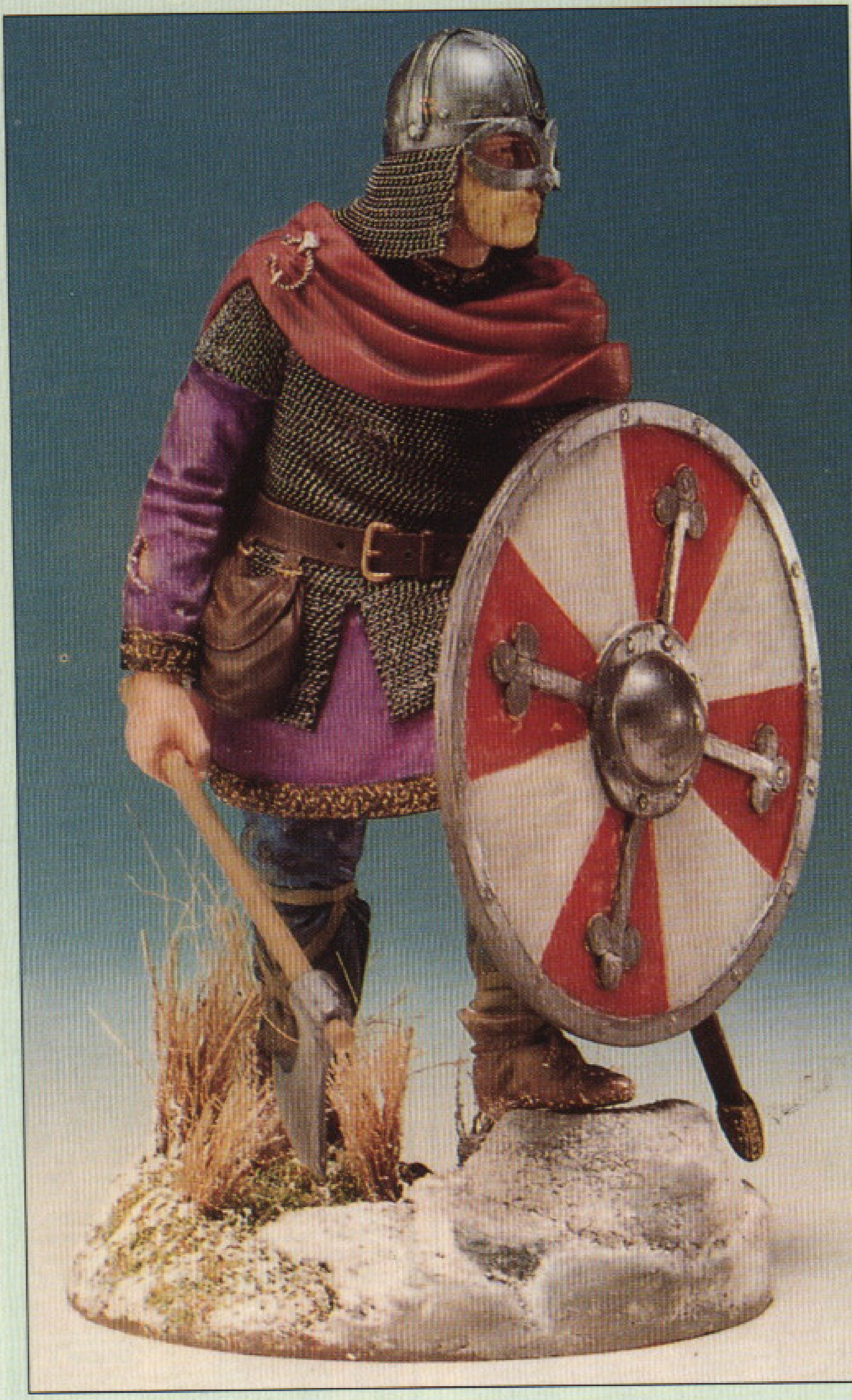


Fort Royal Review

Latest 120mm figure kits added to Fort Royal Review's range are FR60 a Confederate Flag Bearer, American Civil War (£28.50 + £1 p&p) and FR61 a Viking Chieftain (£25.95 + £1 p&p).

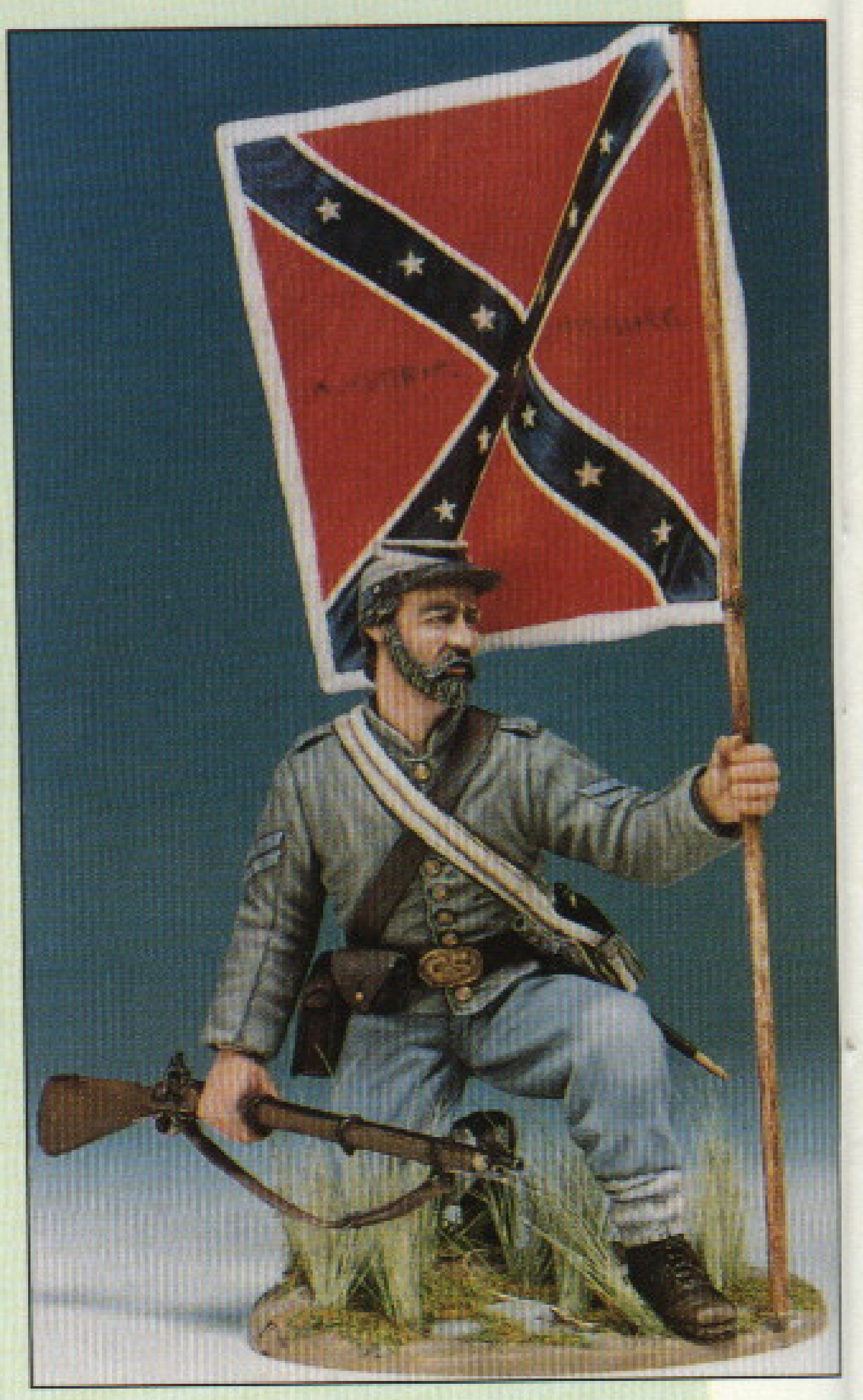
The Confederate Flag Bearer is kneeling, the flag in his left hand, his rifle in his right hand at his side. It's an uncomfortable looking kneeling pose and he looks set to topple to the right and his upper torso would look better leaning forward. The kit parts are cast in polyurethane resin, the flag being one of them, fairly thin, but too thick for scale. This can be painted as the rebel stars and bars on the boxtop or a regimental or similar flag substituted. The rifle with right hand cast on, flag staff, haversack, water canteen and ammunition pouch are cast in white metal. assembly is straightforward after blocks left from the casting process are removed. A generous cast scenic resin base is included. A good figure you can work on to detail further or try out slight or major conversions.

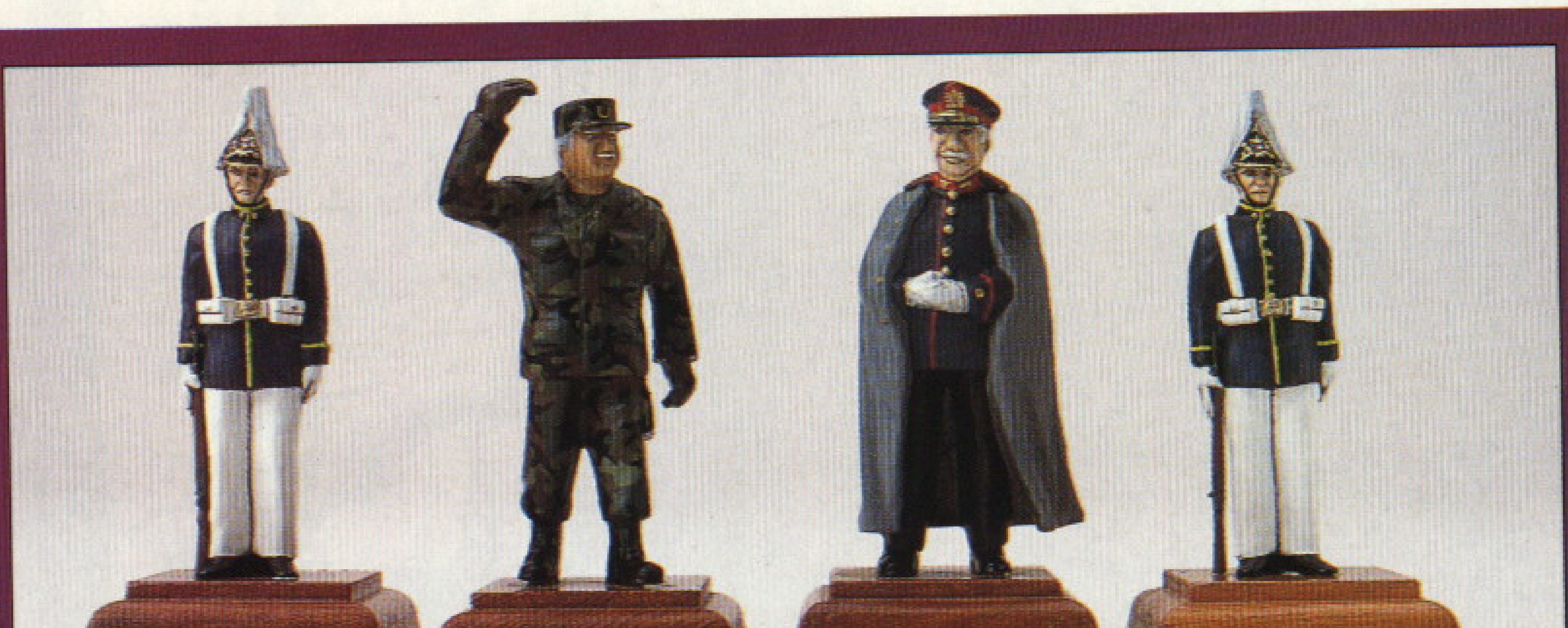
The Viking Chieftain is a super pose; one foot raised on a rock cast into the large, circular cast resin scenic base, axe and shield at the ready. All parts except for the sword in its scabbard, axe with right hand cast onto the haft and spectacle eye guard for the helmet which are in white metal, are cast in cream colour polyurethane resin. There is an unfortunate web and block sprue to be removed from the helmet, but it at least follows the fore and aft running strengthening strip. The mail is commendably fine, in scale, and beautifully reproduced in the casting process, being very impressive, as is the embroidered hem decoration on the tunic. A super model to paint and add to any collection of ancient-medieval figures.

K.M.J.

Prices in text

Fort Royal Review, 25
Woolhope Road, Worcester,
WR5 2AR.





Dagoberto Godoy
Cacique Mapuche

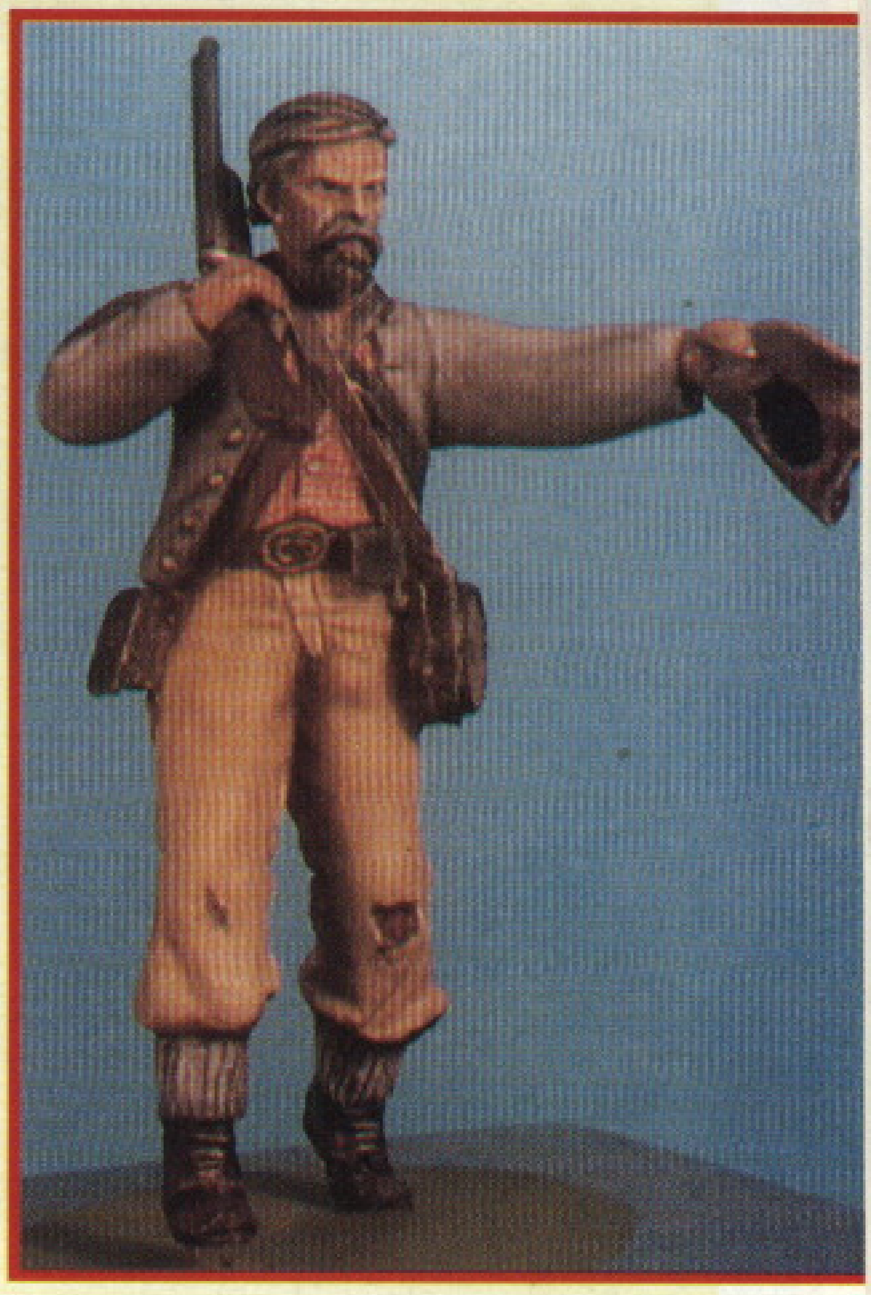
Dorica Figuras Militares

Dorica Figuras Militares are a Chilean company based in Santiago. Their range consists primarily of figures from Chilean history, but the soldiers of other nations are also featured, including some Napoleonic subjects.

My Spanish is not really up to translating the company's illustrated catalogue, but their new figures seem to include Napoleon, F. Nietzsche and a Cadet of the Chilean Military Academy. Releases planned for the near future include Admiral Lord Cochrane in Chilean service, along with some Bolivian and Peruvian infantry. The figures are presented as finished, painted and based items. Dorica Figuras Militares do not as yet have a UK importer, but would like to see their figures on sale in the UK and, indeed, in Europe.

S.A.A.

Dorica Figuras Militares,
Vicuna Mackenna Oriente 6420
Local 7 La Florida, Santiago,
Chile. Tel: 2839531. Fax:
2211863.



Cromwell Models

I'm pleased to see some new and exciting 54mm figure releases from Cromwell Models who have trotted out quite a few 1:35 scale tank crew and other WWII figures to date, but the new figures are American Civil War, 'Gettysburg Series'.

Cast in white polyurethane resin, sculpted by Justin Young the packs each contain two figures. Basic weapons and accoutrements are standard (and so they should be!) and detailed castings with the figures seeing various different poses and although apparently Confederate they could be painted up and adapted as Union troops. Thin metal foil is included to make straps and other parts for that extra detail touch. There are 12 two-figure sets to date, which enable quite a diorama to be produced with many variations straight from the bags. These are:

GS1 to GS5 Marching Infantry, rifles at the slope which sounds the same, but this isn't the case because the figures although marching and holding their rifles, roughly, in the same position have different head-dress, or with their left arms in different positions too. The packs produce 10 marching figures which appear all different when assembled and painted.

GS6 has a Standard Bearer and NCO; GS7 has two standing casualties, both reeling after being wounded; GS8 has General Armistead, in the act of putting his hat on his sword, and an junior officer carrying his sword sloped over his right shoulder. This pair are just right for the centre of the line. GS9 has a pair of advancing infantrymen, rifles at high port; GS10 advancing pair of infantrymen rifles at the ready; GS11 dead officer and soldier casualty and GS12 two dead soldiers. Collectively and tastefully arranged you have an instant diorama with these models.

A brave new adventure from Cromwell Models and one that should be popular. The figures in our review photographs were painted by Alan Thomson.

K.M.J.
Price £15 (two figure pack)
Cromwell Models, Progress House, 39 Kirkpatrick Street, Glasgow, Scotland G40 3RZ.

Caballeria Chilena (18
Grumete "Esmeralda"
Inf. Chilena (18
Of. Artillería (1879)
Arturo Prat
Inf. Chilena (1
Inf. Chilena (1879)

Tercio

A 90mm white metal kit of a German Landsknecht 1495 (TER-03) and a two-figure 54mm vignette, Confederate Infantry, Battle of Atlanta 1864 (TER-04) have be sent for review by EMI of Italy.

The Landsknecht is posed seated on stone steps which are provided as white metal castings, a bag of loot and a Bible on the steps before him. His right hand is outstretched holding a cross on a chain whilst his left holds his large two-handed sword, with curved cutting edges. Assembly is straightforward enough, but dry runs are advised. Fit of parts is good and the hat which has a separate rear piece has its join covered by the feathers locating over its crown and into the brim. Landsknechts can be colourful and a pleasure to paint and this one is no exception.

The 54mm two-figure American Civil War vignette comes complete with a cast scenic base, which includes a low wall of filled bags to position them against. One figure has a Sharp's carbine and the other a pistol. They are both shouting and gesturing. There are a lot of parts in this kit and it needs careful assembly, but it paints up into an excellent little scene that can be further detailed around the base with scenic materials.

K.M.J.

Prices not known

Tercio by EMI, Via Inama 1, 20133 Milan, Italy.

New Connection Models

Turned aluminium and brass gun barrels and ammunition, plus some cast white metal accessories for 1:35 scale AFV models from New Connection Models have been sent for review by Historex Agents of Dover, their UK stockist.

Examples are NC3532, a turned metal *5cm KwK L/42* gun barrel for the *PzKpfw III*, price £3.50. NC3533 is a turned metal barrel for the longer *5cm KwK L/60* for the *PzKpfw III* and will suit Tamiya's new kit, price £4.65. NC3538 is a turned aluminium barrel for the *7.5cm KwK L/70* on the *Panther* tank, but you have to use the kit muzzle brake; price is £6.75. NC3551 has three brass shell cases and seven turned aluminium 17cm projectiles, price £8.65. Others are NC3556 a Rheinmetall 202 2cm cannon barrel, turned brass for the Bundeswehr's Marder APC, just in time for the new Revell kit. NC3567 75mm barrel for the M24 Chaffee. NC3568 85mm for the T-34/85. NC3569 12 x 2cm Flak ammunition bins. NC3570 76mm turned metal barrel for the M4 Sherman. NC3571 three 42cm turned aluminium projectiles. NC3534 *12.8cm KwK* turned barrel for the *Jagdtiger*. NC3560 cast white metal German telescopic antennas, retracted, for mounting on radio vehicles. NC3561 German radio set 10 pieces in cast white metal.

Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ stock the New Connection Models range.

K.M.J.

Prices in text

New Connection Models,
Dorfgütingen 40, 91555
Feuchtwangen, Germany.

Western Miniatures

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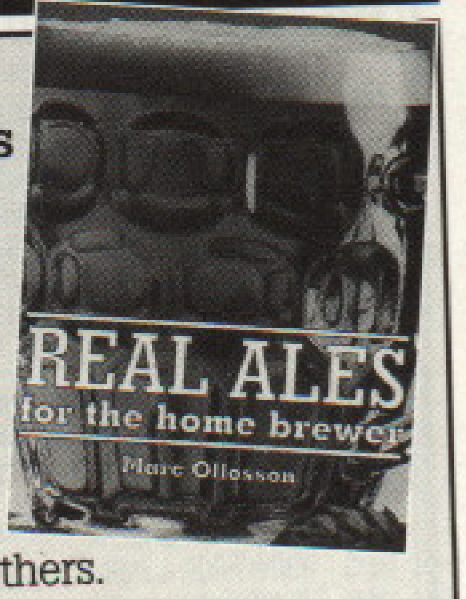

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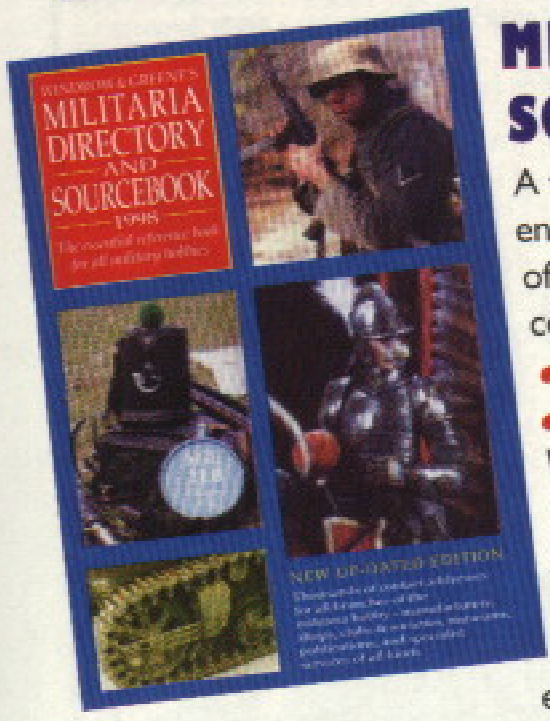

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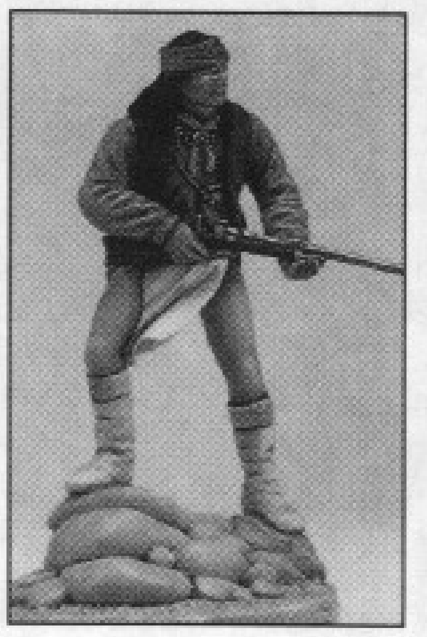
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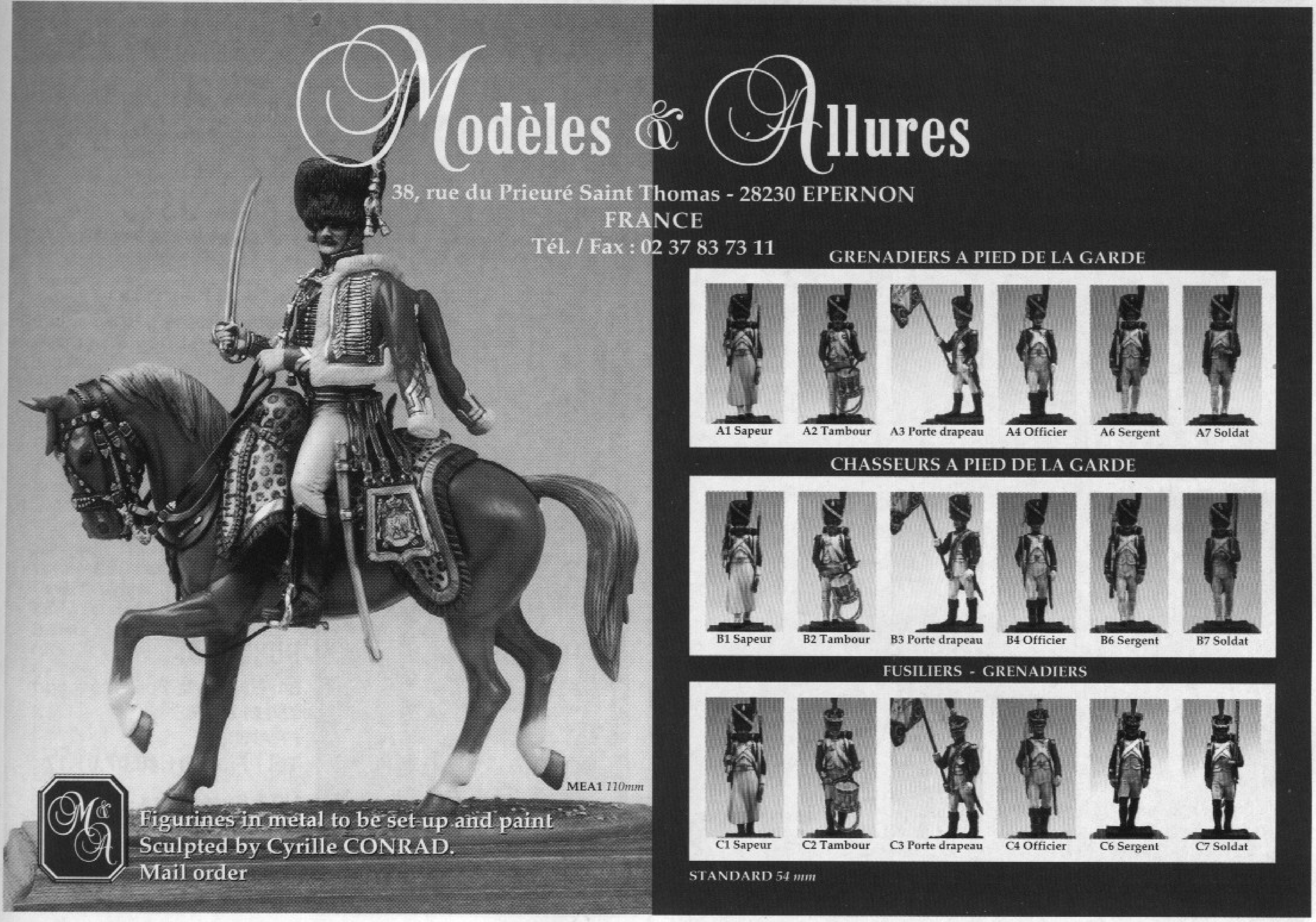

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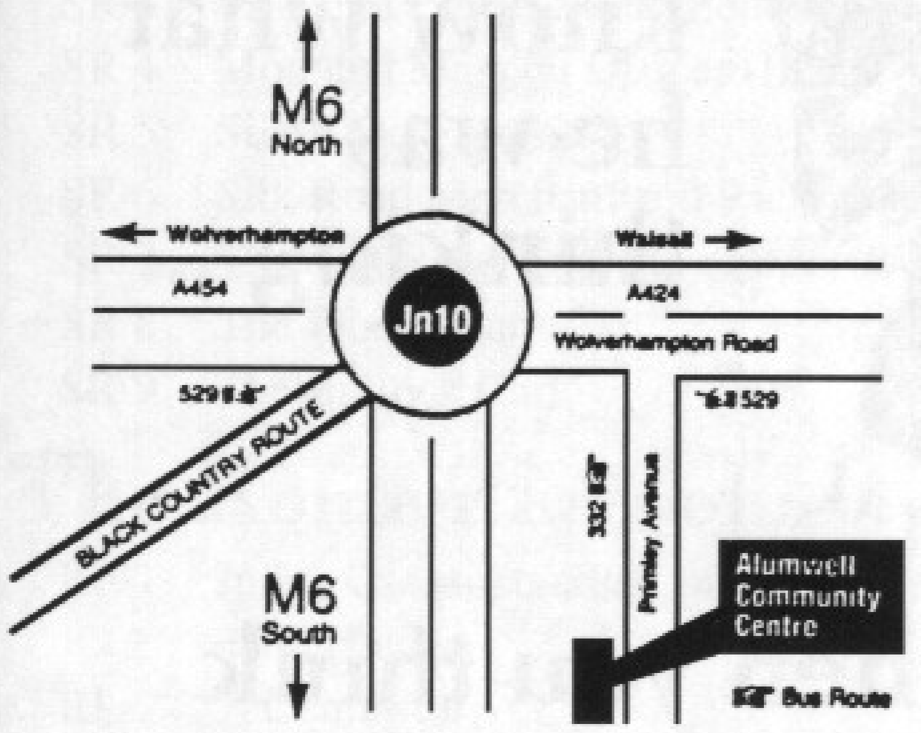

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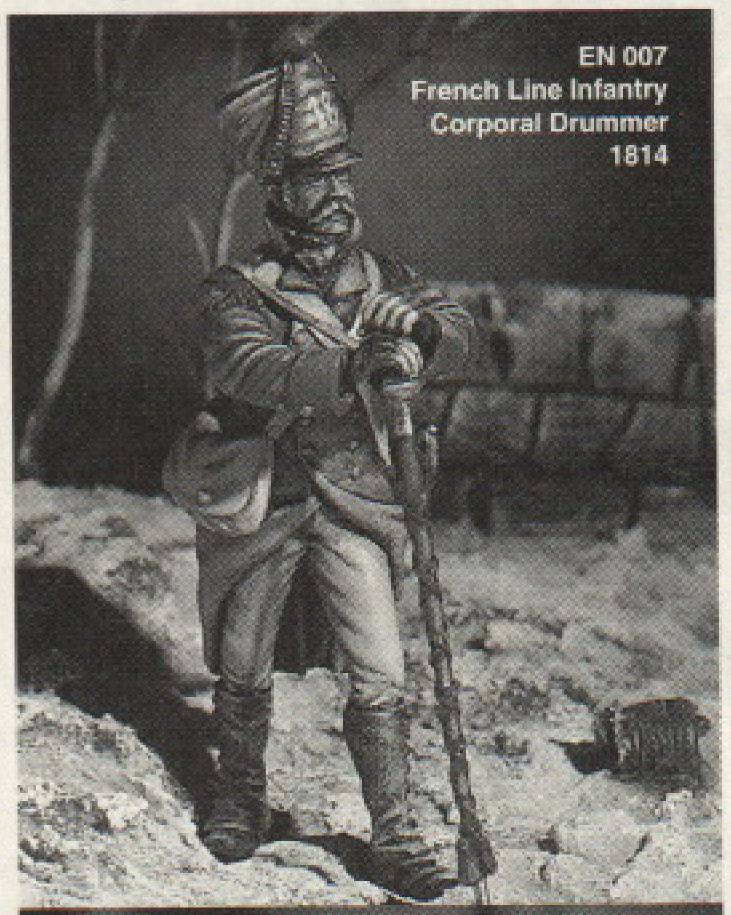
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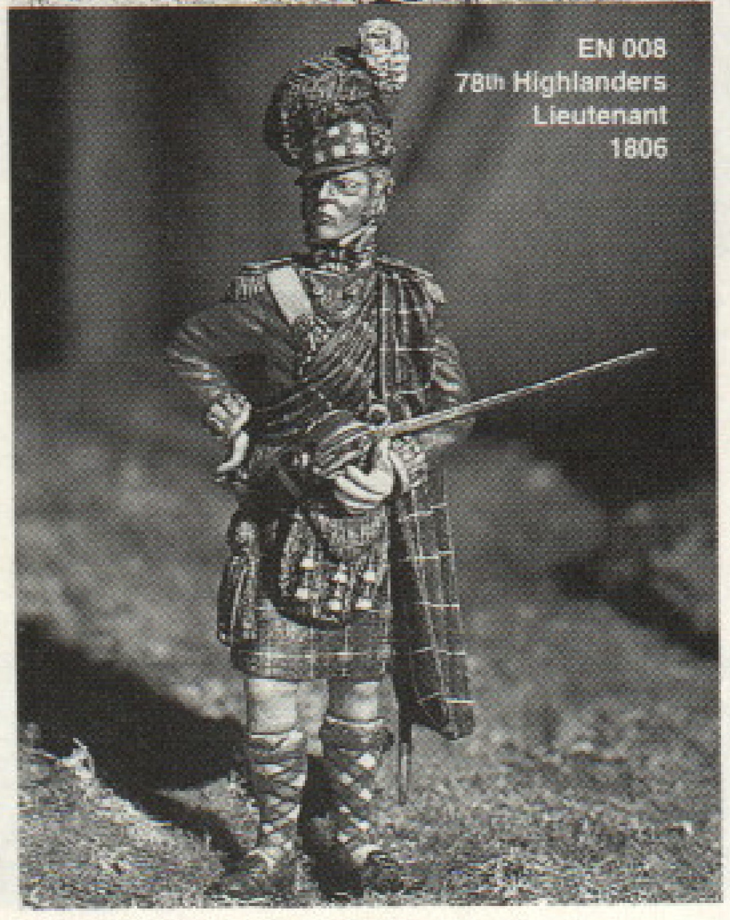
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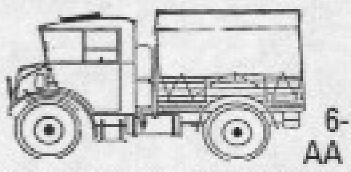

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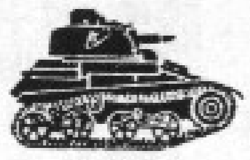

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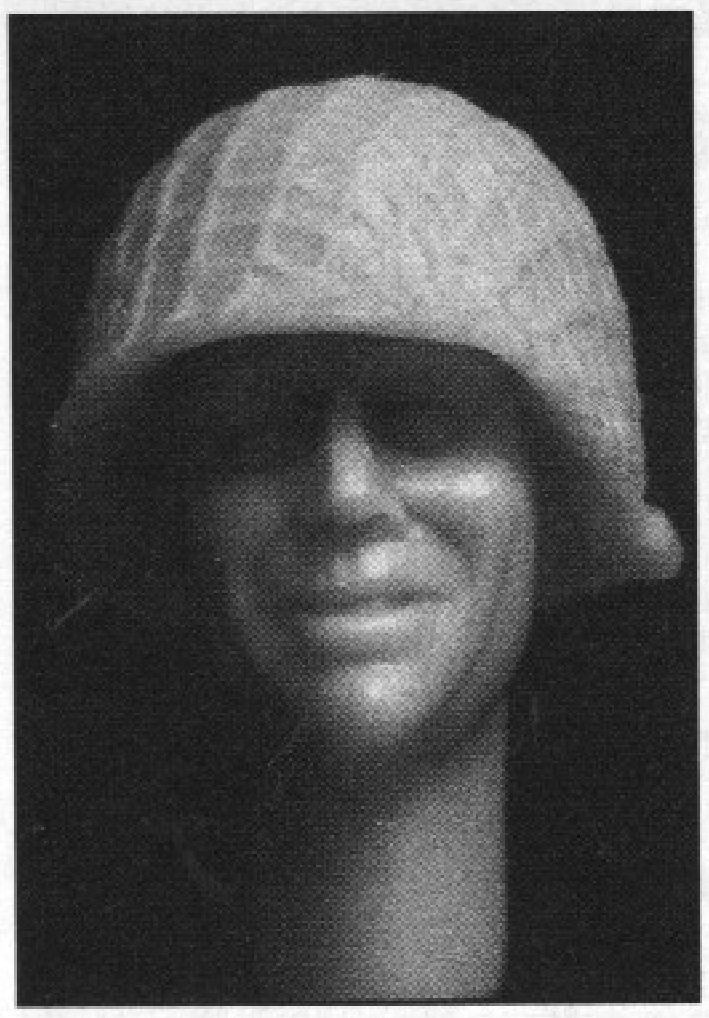

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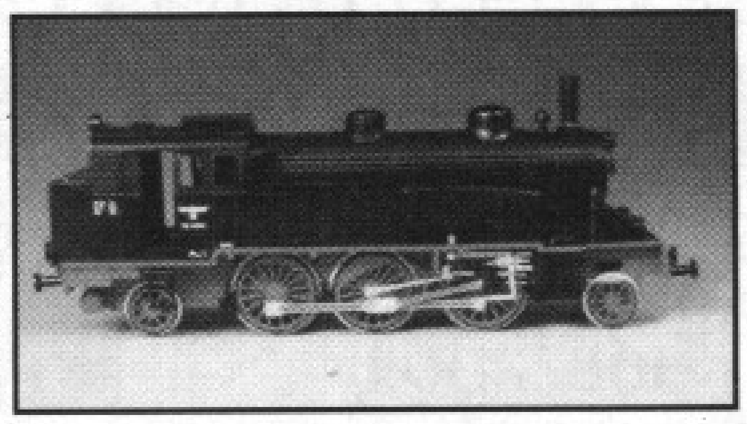

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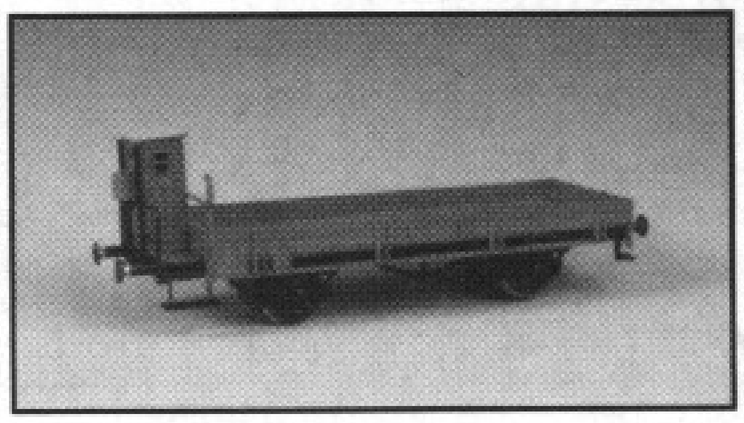

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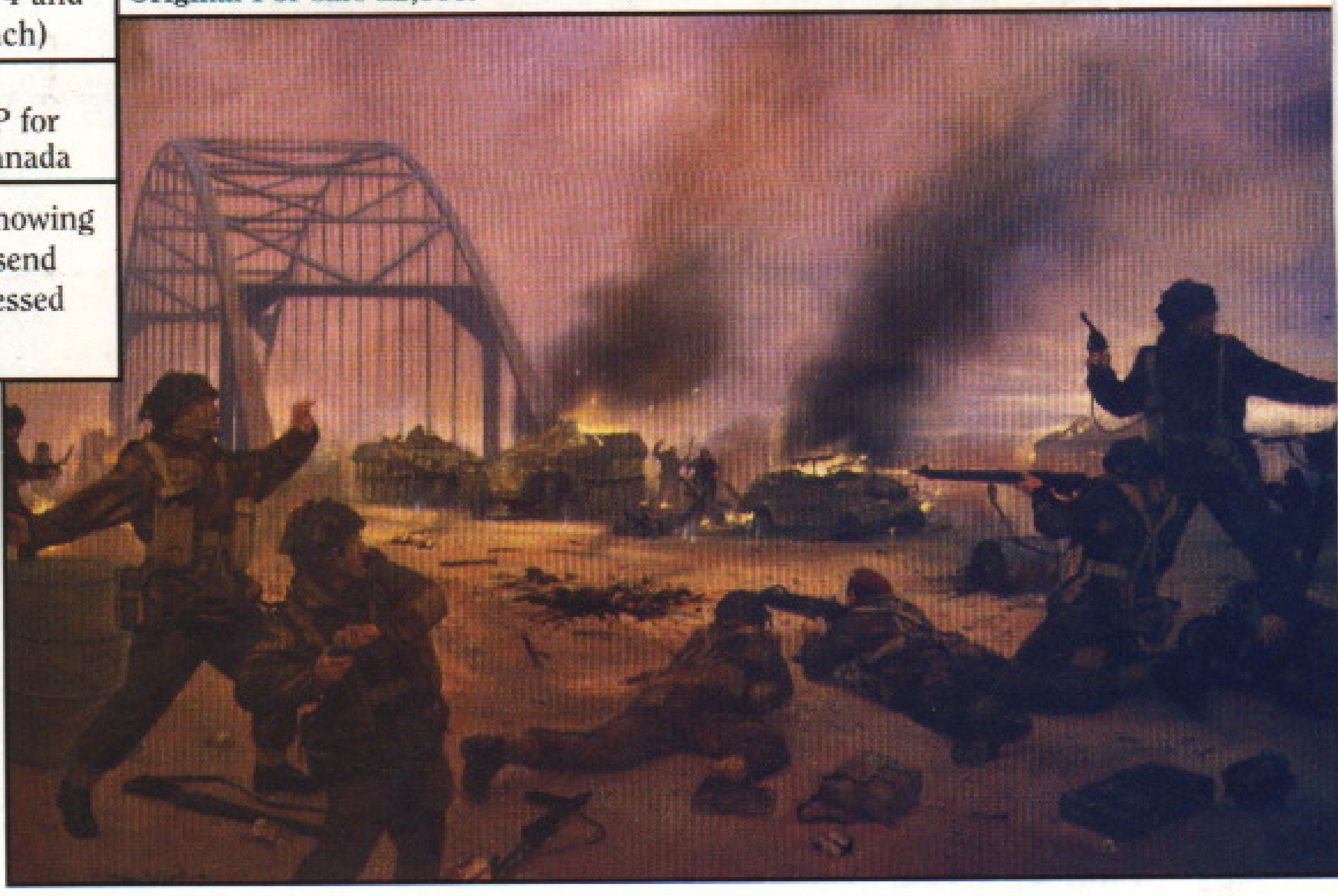

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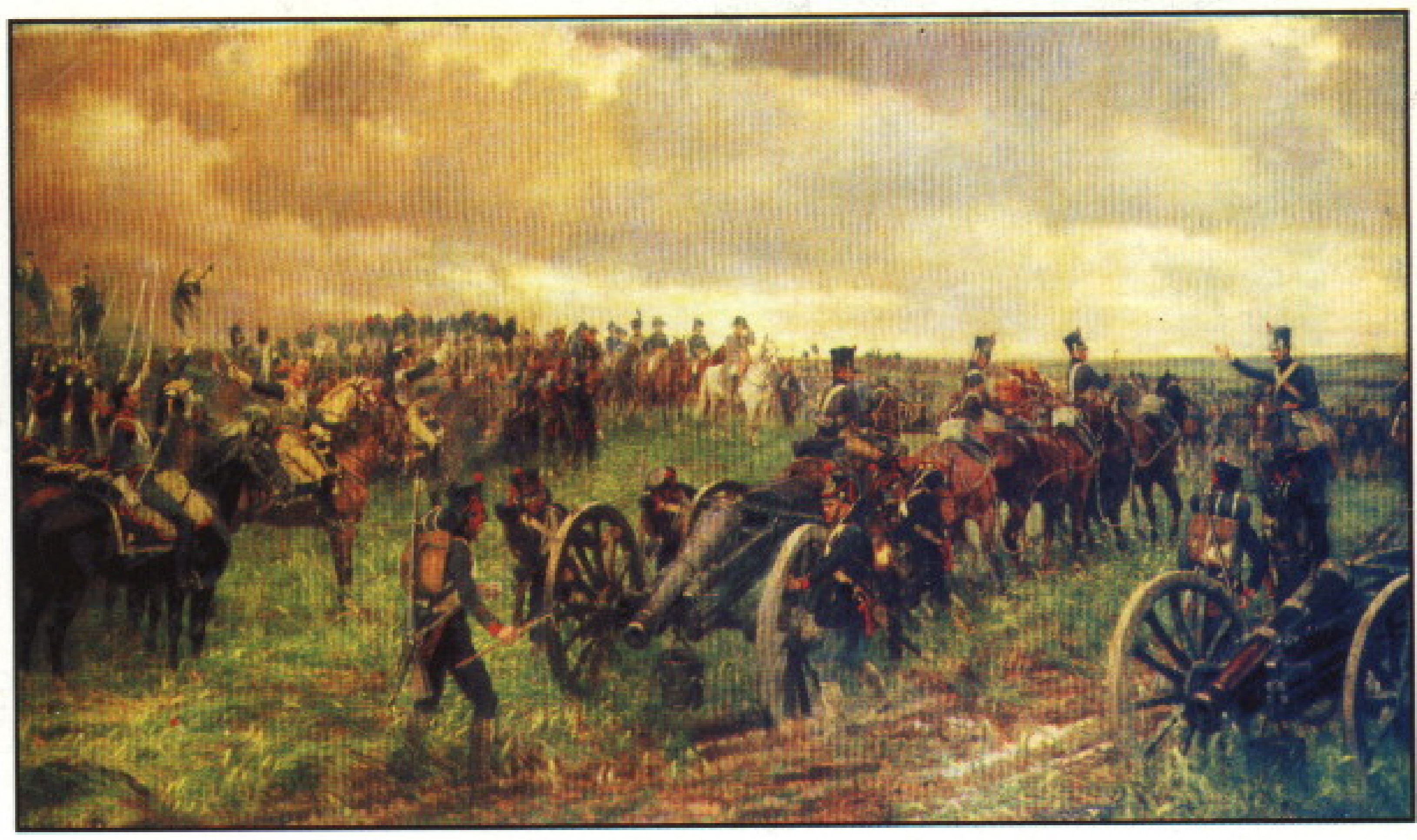

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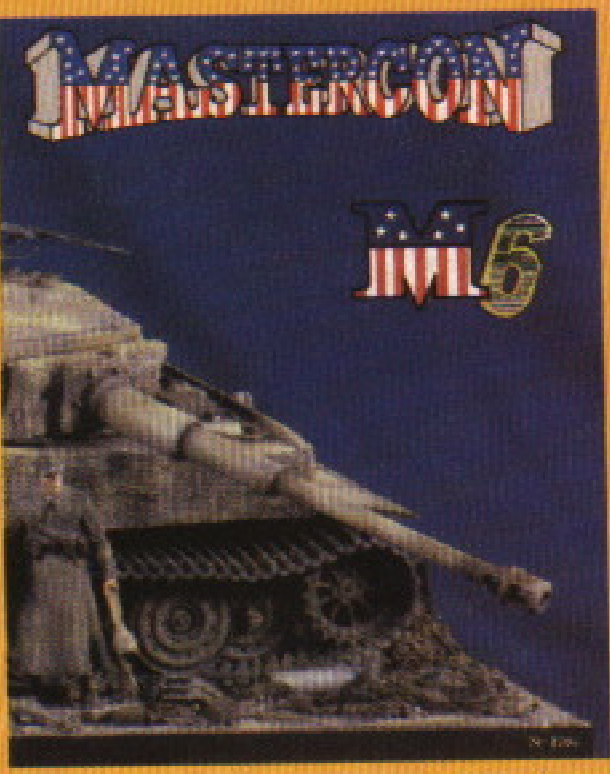
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